

Aviation News

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FEBRUARY 11, 1946

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Bermuda delegates, anxious to finish work before debate on loan, agree to leave final point in status quo..Page 34

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Panagra Case Remanded To CAB

U. S. Court of Appeals ruling extends principle of derivative action to administrative



Paris Flights Start: TWA formally noted opening of its service to Paris last week with this christening ceremony at La Guardia Field. Mrs. Jack Frye, wife of the TWA president, named the "Star of Paris" Constellation with a "cloud gun." With her on the stand were (left to right) Charles R. Hoffenden, New York City Marine and Aviation Commissioner; Leo McCauley, Irish Consul in New York, and Guerin de Beaumont, French Consul General in New York. Models in foreground represent the



Unnamed, Unknown, Unsung but Still... 1st

After compiling more "firsts" than any of its competitors, the Honeywell test bomber, a B-17 Flying Fortress, has been officially grounded, never to fly again.

Stripped of turrets, guns and armor plating, the bomber, dangerous at altitude, first rolled out by its crew, is being transferred to the University of Minnesota's Aeronautical Engineering Department by AT&T after serving more than three and one-half years as Minneapolis' test doghouse for a long list of automatic control devices jointly developed by technicians of the company and the Air Force.

The Honeywell test shop is the

1. First bomber equipped with an electronic autopilot.
2. First plane equipped with an automatic leveling hornbeam.
3. First plane equipped with a steering motor drive to radio with flight control.
4. First plane equipped with an electronic formation mission computer.
5. First plane equipped with electronic, four-engine radio responder control and stop flight blind landing equipment.

From these accomplishments you can readily see how Honeywell creative engineers can and will help you improve performance of all types of aircraft.

The Honeywell program includes a complete flight research department, test aircraft, and thousands of dollars worth of testing equipment. In addition, rated application engineers, with broad experience in the use of aerospace and industrial controls, will collaborate with aircraft manufacturers and assist in developing the most practical applications of electronic equipment. This work includes consulting service and flight testing at the customer's place. These men can help you in the application of Honeywell equipment to your control problems.

Minneapolis-Honeywell Regulator Co., Aeronautical Division, 1610 Fourth Avenue So., Minneapolis 8, Minnesota Branches and distributing offices in all principal cities.

HONEYWELL
REGULATOR COMPANY
Division of the Honeywell
Honeywell Controls and
Air Transport Divisions

THE AVIATION NEWS

Washington Observer



FLC PUSH—The pressure is on the Foreign Liquidation Commission to clean up excess supplies in a hurry. Demobilization is creating a great problem in guarding the material, and foreign governments want on part of the custodial job until they have bought the surplus. The Army Corp has set up a large warehouse at Newark, N. J., to store some iron being brought back from abroad, and is preparing establishment of one at Mobile, Ala., and in California.

BULK SALES—One FLC measure that is being looked upon hopefully as possible solution is bulk sales to foreign governments. One with England is in the offing. Interestingly, this does not include any complete aircraft, none of which were declared surplus in Britain. Another bulk sale is being negotiated with India. This will include 70 Spifire, 130 nose-dryde C-45s. The non-flying planes will be included in the deal at a swap price with the strip price that the Indian Government paid there.

TERMINATION "GOAT"—Industry is concerned about the tendency of the Army to blame delays as contractor responsibility, on the industry's lack of "aggressiveness" after receiving 80 percent of costs initially claimed (see *Aviation News*). It is pointed out that the War Department is spending the terrific amount of diversified war industry has to do to clean up claims, and is just preparing an "out" in case a clause arises in Congress over settlement delays.

NEW TERMINATION AGENCY?—Do some lower levels of the War Department, there are murmurings of a new, civilian agency to take over the Govern-

ment's end of termination settlement. Excess would be then demolished or stripped Army of experienced men on the face of money's absence to file legal claims. War Department knows this is a potent threat, as industry does not want a new agency, unfamiliar with wartime producing problems, to start going over claims with a General Accounting Office fine-tooth comb. While Office of Contract Settlement has had down termination policy, War and other procurement agencies have been the operational organizations.

AIRPORT PROGRESS—Senator McCarran finally managed to get 12 of the 16 House and Senate conferences on the airport construction bill together at a luncheon. Usual attendance has been from two to four. For the first time in two months the conferees labored over the airport matter together. Though progress was made so that McCarran predicted that is not more such meeting the conferees could iron out a compromise bill. Great stumbling block to agreement remains the method of financing Federal funds—whether they should go exclusively to the state, or a portion allocated directly to cities.

UNIFICATION PROGRAM—There is a definite feeling among some Army and Navy officers that joint procurement will be much more difficult than joint command under a unification plan. Both branches have used a few manufacturers exclusively in their orders and want no confusion with these manufacturers for aircraft and other equipment. Experimentation programs and specific needs differ widely and as a result this phase of unification is receiving close attention in Washington.



This skis-equipped Excalibur has paired landing and takeoff tests (see *Private Flying*).

EVERY LAKE AN AIRPORT

Heights of Landing Spots

Since dug, there may be an airport every few hundred miles around the world. This, long that will be nobody knows—but authorities agree it will take at least a few generations. Construction of airports, even in the United States, is lagging way behind the potential uses of the flying machine.



Self-evident, therefore, is the last utility of the amphibians—which can land and take off on both firm ground and water. For there are tens of thousands of water "bases," within a few hundred miles or less of each other, all over the world. Safe it is to say that any amphibian with a thousand-mile range or more can get to and from any spot on that globe without benefit of airports.



Problem of Troubled Waters

There is a considerable "background" in water when they are to land. An airplane needs speed to take off, and necessarily flies forward motion to land without damage. Primary problem of day-in and day-out use of amphibians

therefore, is the ability to take waves. Weight and strength are inseparable. Since an amphibian hull must be light enough to float the plane, it represents a big load—all the more so, when that hull has to be strong enough to stop sizable waves out of its way.

To build a practical amphibian, you see both an airplane and a speedboat engineer. And if you want load capacity and range after allowing for a strong, seaworthy hull, you have to be good at both kinds of engineering.

Amphibious Transport

Eastern and aircraft workers at Columbus' Valley Stream plant played



their ability to build a rugged amphibian which could go places and do things which other planes could not. Columbus "Ducks" performed notable war service throughout the far-flung front of the amphibious war, and from carriers and carrier decks as well. Their ability to "take it" became legendary.

Now Columbus workers are putting the finishing touches on a new and larger amphibian, with greatly increased load and range. Main improvement is size, streamlined appearance and performance than the "beloved Duck"; the new plane has all the ruggedness and reliability of its predecessor. Details of its extraordinary capabilities are available on request. They will have interest for all who trade or transport to and from the sea—planners and work spread without benefit of airports.

Columbus Aircraft Corporation,
Valley Stream, New York

AVIATION NEWS

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News at Deadline

"Big Dipper" Crashes

Lockheed's experimental two-place, pusher monoplane, the Big Dipper, failed to clear a fence in take-off from Lockheed Air Terminal last week and crashed, severely injuring Engineering Test Pilot Preston Cleaves, 38, and Preliminary Design Engineer Francis Johnson, 39. The plane was badly damaged.

The plane was powered by an experimental 185-hp Continental motor, a counterpart of which is used in the four-place experimental plane now being tested by North American.

"Rainbow" Takes to Air

Republic's Rainbow prototype transport took to the air for the first time last Monday, making an unassisted flight of 17 miles. It took off in 8:300 ft without flaps, company reported.

TWA Drops Extra Fares

Extra fare charges on TWA's Stratoliner will cease March 1, the company discloses. The same holds true on Constellation which have been an air mail rate until January 30; second sections on some of the Stratoliner transcontinental flights. The \$35 round-trip extra fare is pro-rated to passengers traveling less than the full distance.

Wheeler Raps Airlines

Chairman Wheeler of the Senate Interstate Commerce Committee called the Civil Aeronautics Board to account for work for which he stated was inadequacy of service over non-competitive domestic air routes. He cited the experience of a Dallas attorney who was unable to obtain space on an AMERICAN Airlines plane flying from Washington to Dallas until a month from the date of his request, although space in London was available immediately. Wheeler, recalling that Pan American Airways had applied for Washington-Dallas service, said it seemed to him that when an airline is authorized to fly a particular route, it should be required to develop its service on that route "because it is given permission to branch off to other air bases."



Safelights of TWA's Record Transcontinental Dash—

A crew of seven and forty-five cabin, writers, and radio men took off from Lockheed Air Terminal in a TWA Lockheed Wright-powered Constellation at 12:50 A. M. (Pacific time) on Jan. 3, arriving to official NAA naming, and swinging over La Guardia's control tower 7 hrs 27 min. 38 sec. later after a nonstop flight which passed in the vicinity of Pueblo, Colo.; Garden City, Kan.; St. Joseph, Mo.; El Wayne, Ind., and Pittsburgh.

The previous West-East round for a commercial transport was made by a TWA Boeing Dash round in 1946, with elapsed flying time of 11 hrs. 35 min. with one stop. Never had a transport carried so many people on a coast-to-coast flight as did the Constellation. Average speed was 334 mph. Top speed was attained between El Wayne and Pueblo, Colo.—375 mph.

Distance covered, according to TWA officials, was 3,374 miles.

The ship, the fourth of 12 Constellations TWA already has received, will be used in domestic operations. It was NAC 6505.

After crossing Atlantic was reached, the four Wright Cyclone 365 were kept at 60 percent power at their best altitude, 15,000 ft. Tailwinds were faster at higher altitude but power could not have been changed economically. Tail winds averaged 30 to 35 mph. on the trip.

Jack Fife, TWA president, was at the controls all but about an hour of the trip, while he went back into the cabin to talk to several women who had been flown into the sale or upwind over the overhead luggage racks by a widow lamp just after the ship had passed over the range near Pueblo, Colo. Most of the passengers did not have seat belts fastened and were asleep when the fast warning, visual queuing of the ship, came a few minutes before the bump. A polar gainer in the rear of the cabin was interrupted violently and gashawks were clamped over the floor.

Fife was celebrating his twentieth anniversary in commercial aviation. He began his air transport career with a Fokker equipped airline operating three times a week between Los Angeles and Phoenix.

In case, in addition to Fife, comprised Lee Flanagan, western operations manager; co-pilot, Paul B. Hump, flight engineer; Paul Fadukas, flight supervisor of the western division; Ed Green, western flight engineer; and business manager, Dennis Strife and Ross Crooks.

The ship's cabin pressuring equipment functioned almost 100 percent of the flying time.

On its westbound trip, departing at 6:42 A. M. from La Guardia Feb. 1, with 38 passengers and crew of 7, the same Constellation broke the New York-Kansas City record with a new mark of 5 hrs 6 min. Mileage is 1,546. The Kansas City-Los Angeles leg was made in 5 hrs. 4 min. Mileage is 1,428.

Flying time from New York to Los Angeles is 10 hrs. 49 min. This broke the former TWA Constellation record of July 8, 1946, of 11 hrs. 45 min.

On the westbound leg, lacking 40 and 60 mph winds, the ship carried 40 passengers, largest load ever flown on the run by a commercial transport. Total fuel consumed was 3,666 gallons.

After an hour at Los Angeles, the party flew to San Francisco (365 miles) in 1 hr 17 min. for another nonstop return flight. The return to Los Angeles next day was 2 hrs. faster with 49 passengers and 7 crew members.



* BY FLYING BOXCAR

Air Shippers have their eyes on inland ports—the small cities with limited length runways.

Their interest turns naturally to the Fairchild "Packet."

For the "Packet"—expressing the painstaking research and practice requiring typical of all Fairchild operations and products—can:

GOT IT, fully loaded with up to nine tons of flying freight, or average and less-than-average length runways.

UNLOAD AND LOAD, readily, with a minimum of manipulation. The "Packet's" split tail doors at the rear open up the entire width of the forward-life loading. The forward cargo door permits quick access to "up front" freight. The

"Packet's" fermental cargo floor is at track floor height.

GET OUT, fully loaded, with a short run. It has take-off characteristics highly exceptional for a plane of its large cargo capacities.

All these characteristics are available to the shippers seeking to tap the rich markets of the interior. They are characteristic of the "Packet," when seeing cargo planes because the "Packet," from its conception, was designed and built specifically to carry cargo—efficiently and economically—anywhere! They are the Fairchild "Touch of Tomorrow" in this plane of today!

Cargo operators—write for details about the "Packet."

Fairchild Aircraft

Bodies of Fairchild Engine & Airplane Corporation, Bladensburg, Maryland

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Aviation News

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February 11, 1946

Surplus Property Organization Being Merged Into Independent Unit

New agency—War Assets Administration—will operate under OEM and report directly to the President, handling combined job of policy and disposal.

By WILLIAM KROGER

The all-changed organization for the disposal of surplus property will reach what probably will be the final stage on March 25 when a new, independent agency, War Assets Administration, will take over the combined job of policy and disposal.

Set up as part of the Office of Emergency Management, WAA will soon cease to be the President's Surplus Property Administration, uniting the aviation and merger with War Assets Corp. on Feb. 1, was under the Office of War Mobilization and Reconstruction, and WAC had been a subsidiary of the Reconstruction Finance Corp.

Head from RFG Control—Major result of the establishment of WAA is expected to be the freeing of actual disposal operations from control of the RFG board of directors, frequently hard-pressed to be conservative and the necessity of WAA to obtain its own appropriation from Congress.

This perhaps will be the most important aspect of the entire situation. Surplus policy now is to scrap non-viable surplus planes. This in itself can cost a sizable sum of money. (AVIATION NEWS, Feb. 4) and the request for an appropriation for this purpose would give Congress a chance to pass on the basic policy of scrapping.

No Personnel Problem—The merger of SPA into WAC effected personnel changes and dates in the two organizations that are not expected to be finalized when WAA comes into being. Lt. Gen. Edward B. Gregory, as chairman of WAG, is the top official. Col. Frank J. Murphy, chief of the aircraft division in WAC before the merger, has resigned, and Brig. Gen. James

Warplanes May Race

Tony LeVier, Lockheed Aeroplane Co. executive test pilot, has given an advance indication of what the proposed 1946 National Air Races will be like by purchasing from Army surplus a practically unused T-33 Lightning for \$425 and arranging to have it used for racing and exhibition flights.

Army-Navy Duel Set—Wires of second place in the 1945 Thompson Trophy Race, LeVier first attempted to buy a damaged P-51B jet engine to replace his damaged Pratt & Whitney. The Army's refusal to sell may indicate that if the National Air Races are held, as tentatively planned, jet racing will be confined to an Army-Slavy duel.

Flying Laboratory Carrying ATSC Mission to Pacific

A 46-passenger transport plane equipped with screen doors, an electric stow, two refrigerators and a box of birds has reached the Southwest Pacific on a searching



BRITISH SHORT-HAUL TRANSPORT

Portsmouth Aviation, Ltd., Portsmouth, England, is building this 5-6 place transport for short-haul or feederline use. Named the Aerocar II just to be built in three models with varying power ratings—the Major, Minor and Junior. The Major, equipped with two Cirrus 230-hp engines, is ordered or taking off in 100 yds and landing in 180. Its total weight is 3,987 lbs.



"Flying Scientists" at Work. Working space for 27 scientists is provided in the specially equipped C-54 which is carrying the Army's tropical science teams to the Southeast Pacific. Teams are at work here. Dr. Kenneth J. Compton, director, is at the head of the table in foreground. Standing at his right is Lt. Col. Harry J. Hauser, who represents the Navy on the expedition.

scientific expedition of the Air Technical Service Command.

Seventeen scientists, most of them from Wright Field, will use the specially equipped Douglas C-54 as headquarters for a first-hand study of present causes of deterioration of clothing, leather and metals in the equatorial areas.

Laboratory Equipment Provided.—In the forward part of the passenger compartment is centered a large laboratory table with extension slides. All of this are work benches and tables along for a chemist and for high-power microscopes. Two motor generators, 1000-watt, are used to power fluorescent light and 110-volt current for the electric stoves, refrigerators, radio, predictor, fans, oven and hot boxes. Photographic equipment includes motion picture and still cameras. A portable darkroom may be set up either inside or outside the fuselage.

Interstate Airline Bill Set For Early Action

Legislation establishing exclusive Federal jurisdiction over interstate air carriers conducting intrastate operations is the first aviation measure on the agenda of the House Interstate and Foreign Commerce Committee, the committee's chairman, Rep. Clarence F. Long (D., Calif.), reported last week.

The bill (HR. 2033), introduced by Long and now pending before Interstate, however, "possibly won't be taken up until around March," Long said, but he added if "as the most pressing legislation need in

that the Secretary of Commerce has settled into his job of handling aviation and seems ready to let the CAA continue on under his jurisdiction."

Long indicated that action on the three pieces of aviation legislation pending before Interstate—which would prohibit regulation of air carriers—would be held up until after the proposed over-all investigation.

Selbyridge Likely To Be Site Of Automatic Flight Center

A new research development center devoted to the study of automatic flight is at present being established at Selbyridge Field, Md. The "Selbyridge Flight" unit consists of the Technical Operations Group of the Eighth Air Force now stationed at the Lockheed Army Air Base, near Columbus, Ohio. It is to be moved and kept guess at that Selbyridge will be the new location.

Ultimate objective of the center would be perfection of automatic flight methods to permit commercial as well as aircraft aircraft to fly at any time in any kind of weather. A "Push-Button Plane" Developed.—In connection with automatic flight, Lockheed has announced that it has developed a "push-button airplane"—a C-54 that will take off, fly a pre-selected course and land without human hands touching the controls.

This is made possible through the use of automatic devices and perfected methods of the era of the war. It was disclosed that the automatic devices when set to a determined flight plan, control and navigate the airplane, its climb, desired altitude, flight to destination, landing and stopping on the landing strip.

Regardless of the investigation, however, Long said that he planned to act on his bill setting all state airway jurisdiction over interstate carriers engaged in intrastate operations as soon as congressional time is available.

Other Action Unlikely.—The committee's "right possibly" act on legislation establishing an independent Civil Aeronautics Commission to supplement the present Civil Aeronautics Authority organized under the Department of Commerce, Long suggested.

"I am in favor of this but much of the interest of the committee in acting on this matter, immediately, has died down," he remarked. "most of the members appear to feel

Air Power Given Main Emphasis In Immediate Post-War Navy Plans

Forrestal's report for fiscal 1945 stresses carrier's role as spearhead with battleships as auxiliary, gives it top spot in organization of current active and reserve fleets.

By SCOTT HERSHY

Air power has the main emphasis in the immediate post-war Navy. This is made clear in the annual report of Secretary Forrestal for the 1945 fiscal year just submitted to the President and a glance at the composition of the active fleet omits it.

"The carrier is today the spearhead of the modern fleet, just as the battleship was in previous wars," Secretary Forrestal says. "It is said that the battleship had to have fleet complements and auxiliaries in terms of cruisers, destroyers, submarines and patrol vessels, as the carrier—modern cutting edge of the Navy—soon became the survivor, the fast battleship, the modern cruiser, the long-range destroyer, the submarine and all the vast complex of auxiliary vessels that go to constitute a truly effective Navy."

Stresses Carrier.—The report emphasizes that manpower did not win the war, neither did air power, and neither did ground forces. The war was won and the peace is being preserved, the Secretary says, through the combined striking power of all three, each force being utilized in accord with strategic demands.

Hence the same coordination will be needed to meet or stamp out any future threat of war," the report adds, "we must preserve all the components in that combination."

Organization Tabulated.—A tabulation showing the numbers of ships and aircraft recommended for the active fleets of the post-war Navy lists 3,627 aircraft, 15 aircraft carriers and 12 escort carriers. The listing reserve lists 15 aircraft carriers and six escort carriers.

The report notes that while the Navy's long-term planning must cover the possibilities of new weapons now under development, the composition of the active fleet now must be such as to meet problems of the immediate next two or three years with the instruments now available.

Plan May Be Temporary.—Changing world conditions, Forrestal

viewed periodically to keep them in line with realities.

The United States for the first time in its history, as Forrestal points out, finds itself in the fortunate position of being able to vary its naval strength from time to time as world conditions may require.

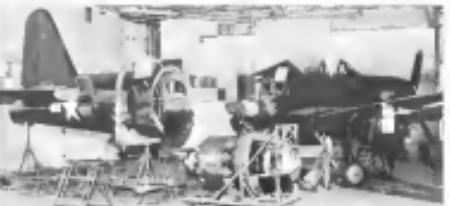
Many On Reserve List.—In addition to the active fleet proposed, the Navy has a large number of additional vessels ranging from aircraft carriers to amphibious craft not presently needed in the active fleet, but divided into a "ready reserve" and a "lead-up reserve."

In the active category, in the Pacific Fleet are the aircraft carriers Princeton, Carl Vinson, Lexington,



TAKING DOWN THE FIREBALL.

Storage, maintenance and replacement work on the Ryan Fireball, Navy jet-and-propeller fighter, is completed by the speedy "tear-downs" performed by the plane's constructors. A dolly is clamped to the rear fuselage section, jettison bolts are loosened, control cables detached and the nose and tail sections are pulled off in minutes. The jet engine is taken off the rear section on a mobile carriage, easy to move. The engine separation feature allows the Fireball to be moved in two sections to conserve space aboard carriers and permits interchange of entire sections.



Bauer, Grumman, Textron, Valley Forge and Brewster) escort carriers *Ridgway*, *Vella Gulf*, *Jarcho*, *Hedding Street*, *Santa Cruz*, *Aboukir*, *Cape Gloucester* and *Pearl Stand*.

At the first stage of the Pacific currently are assigned to the 5th and 7th Divisions. Plans are arranged in training, temporary, term and occupational duties.

The Ready Reserve includes the carriers *Lake Champlain* and *Shanley*.

In the active category of the Atlantic Fleet are the carriers *Princeton*, *D. R. Munro*, *Midway*, *Essex* and *Philippines Sea* and the escort carriers *Palo Alto*, *Monroe*, *Salerno Bay* and *Scouting*. The ready reserve fleet includes the carriers *Princeton*, *Essex* and *Henderson*.

Combat Reward Outstanding.—The report shows that Naval aircraft sank more than half of the subsurface craft sent to the bottom by the Navy. Navy and Marine aircraft destroyed in all more than 17,000 Japanese planes through June of last year. Against this total, fleet planes losses in combat at the Pacific were about 2,780—a contact ratio of less than 1 to 1.

The on-hand strength of the Naval Air Force grew from 1,743 service planes on July 1, 1943 to more than 32,700. Moreover, the average weight of new planes increased from 2,740 lbs. in 1942 to 3,140 lbs. in the first half of last year.

Acceptances.—The Navy accepted for all uses 12,500 aircraft in incomplete status assigned to the Marines and to train for operation

'Ready Air Reserve' Planned By Navy

Will continue training 28,700 Naval and Marine Corps men on inactive duty status.

The Navy plans a Ready Air Reserve of 28,700 Naval and Marine personnel in inactive duty status to be trained in a program closely integrated with the Regular Navy.

Fifteen Naval Air stations in the United States have been designated for the exclusive mission of training reservists and never additional air stations will train reservists before fulfilling other missions.

Composition Decided.—The Reserve Air Reserve will be composed of 4,500 Naval and Marine officers, 2,600 enlisted officers and 19,600 enlisted Naval and Marine personnel. They will be organized into groups, squadrons and units trained to man in an emergency at sea aboard carriers or the reserve fleet, or in supplement squadrons of the active and reserve fleets.

The Reserve Marine squadrons will be organized separately in order to complement reserves assigned to the Marines and to train for operation



PACKET PRODUCTION LINE:

Pearlfield Aircraft & Engine Co. says commercial use of its C-42 Packet range plane will make possible the lowest air freight rate in the history of the transport industry—between 12 and 15 cents a ton-mile. Pearlfield now is speeding production at its Hagerstown, Md., plant to meet Army requirements for 12 planes a month with prospect of reaching a "mop-up" rate by July when the commercial version probably will be available at a price of around \$250,000.

lower than 10,000 during the entire year following Pearl Harbor. Of the total of 28,300 planes accepted by the Navy in the five years which began with July 1939, Lend-Lease accounted 3,500 and the AAP more than 800.

New Planes at Convair

Although Consolidated Valley is now an Aviation News subscriber at Landover Field, it has no Convair experimental models.

A twin-boom two-engine design with an automobile-type fuselage seating four passengers, the aircraft is to be introduced in November, according to officials of the concern. The plane resembles somewhat the present Convair produced in Denver as a civil model (or pod body) with Memphis powerplants.

A conventional single-passenger, four-passenger plane with a single nose-mounted engine.

Contract problems make the company's Spruce-wing experimental plane subject to extended development before marketing is considered.

with Fleet Marine Force

Will Start July 1.—Planes have been made to start a thorough training program for reservists about July 1. It will consist of 48 dual periods a year, with approximately 100 hours of flying a year for pilot and an annual two-week period of training at sea aboard carriers of the reserve fleet.

A "Standby Reserve" also will be organized to be composed of officers and enlisted personnel who cannot regularly attend the drills or otherwise qualify for training.

Taking Refresher Flights.—Prior to the start of the Ready Reserve program in July, all reserve aviators on inactive duty have been required to take refresher flight training. They have been allowed two hours flying time a month for January and February, and may be authorized more flying time for the remaining four months of the fiscal period.

The 15 stations that will exclusively train reservists are at New Orleans, St. Louis, Minneapolis, Saginaw, Mich.; New York, Wilkes-Barre, Pa.; Atlanta; Memphis; Dallas; Louisville; Calif.; Los Angeles; Calif.; Granite City, Ill.; Mich. City, Ind.; Cleveland, Ohio; and Columbus, Ohio.

Seven Other Stations.—The other seven Naval Air Stations that will also train Reservists are at Alameda, Calif.; Myrtle Beach, S. C.; Jacksonville, Fla.; Miami, Fla.; Seattle, Wash.; San Diego, Calif.; and Hutchinson, Kan.

Modern aircraft of all types have been set aside for the program

Terminated Aeronautical Contracts Likely to Be Among Last Settled

Cost-plus-a-fixed fee agreements provide greatest problem, with rate of settlement declining, although overall task is proceeding more rapidly than expected.

Settlement of terminated war contracts is proceeding so satisfactorily that it is expected that less than 3 percent will remain open at the end of this fiscal year, June 30, but there is strong probability that many of the unsettled claims on the day will be contracts for aircraft items.

Once deemed the greatest of problems to be solved at war's end, termination has proceeded so satisfactorily that the director of the Office of Contract Settlement, Robert H. Hinckley, resigned effective Feb. 1, to be succeeded by H. Chapman Rose. Plans were announced to abolish OSCS at June 30, with its remaining functions to be handled by the Office of War Mobilization and Reconstruction.

Warning of Delay.—Although in his final report to Congress, Hinckley stated that on Dec. 31, 1945, only 32.7% of a total of 328,314 terminated contracts still awaited settlement, he added, significantly, that "speedy settlement" of cost-plus-a-fixed fee "terminations cannot be expected."

No breakdown is easily available, but it is informed opinion that most of the cost-plus contracts awarded were producers of aviation material.

Completion on Large Proportion.—Completion remains to be settled on 820,000,000.000. Nearly one-third of this, or \$28,000,000,000, is for complete contracts, although the number of such contracts is only 631. While the rate of settlement of fixed-price contracts rose in the last quarter of 1945, the rate of settlement of cost-plus contracts actually declined.

Only 62 such contracts were settled, while 74 additional cost-plus contracts were awarded in the period.

Assuming Value, \$60 High.—According to the Air Technical Service Command, AAP terminates of contracts of all types numbered 34,458, involving \$25,000,000,000. Of these, only 4,411 remain to be settled, but the relatively small number resolve approximately \$13,460,800,000.

Termination Score

Contract termination at a glance:

• Number of contracts of all types terminated — 303,314, valued at \$63,980,000,000.

• Number of contracts of all types settled — 303,245, valued at \$60,180,000,000.

• Number of contracts of all types continuing to be settled — 37,703, valued at \$35,580,000,000.

• Number of fixed-price contracts remaining to be settled — 62,154, valued at \$12,240,000,000.

• Number of cost-plus contracts remaining to be settled — 487, valued at \$11,280,000,000. Cost-plus contracts cancelled totaled 1,381, valued at \$16,340,300.

• Average amount of settlement of fixed-price contracts only — 93 percent. About \$2,350,000,000.

• Average amount of settlement of cost-plus contracts only — 82 percent. About \$2,350,000,000.

• Total value of contracts terminated — \$103,480,300.

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Civilian Application of Radar Moves Forward on Two Fronts

Week-long AAF conference aims at ultimate standardization of electronic equipment; CAA will conduct extensive tests of Ground Control Approach set at Indianapolis field.

Efforts to refine weather developments in radio and radar to standardize a system for blind flying and landing moved ahead on both civilian and military fronts last week.

The AAF called into conference other Government agencies and representatives of the electronics and aviation industries, and it was decided that CAA will proceed immediately to a test refinement of the Ground Control Approach radar landing system which has caused so much controversy (AVIATION NEWS, Dec. 16, 1945).

Body Sees Efforts—In daily meetings at the Postage Building last week, representatives of a dozen federal agencies and private firms heard exposition of every type of blind flying and landing system presently used or proposed. At the end of the week a committee of both civilian and military members was to be appointed to propose exhaustive tests for CAA systems before greatest promise. This was to lead in an attempt to standardize one system for use by military, commercial and private pilots.

In calling the conference, Maj Gen Curtis L. LeMay, chief of AAF research and development, stated that all-weather flying now is pos-

sible. Early in the conference, however, Col Joseph De Lee, chief of staff for operations of the Air Transport Command, warned against too great dependence on radar in landing. He main point was that the pilot must be the absolute arbiter of the plane's course just before the touch-down.

Airport Review—This again brought to the fore one of the major disputes against use of GCA, in which the pilot is "talked down" by a ground operator who follows the plane's course as a radar scope. Since 300 GCA sets were manufactured during the war by the Army and Navy by Gulfham Bros. Los Angeles, which are seeking a

set of rules of that type, a full report will be made by CAA's Air Traffic Control Division. Administrator T. P. Wright CAA is expected to decide, on the basis of that report, whether GCA will be used and to what extent on civilian airports.

F-T Set Well Received—Nevertheless, recent published objection to GCA has been that pilots did not take kindly to directions from the ground. This is discounted by some military pilots and some civilian pilots, while others upheld the criticism. In one demonstration at Bryan Field, Texas, for airline pilots, the pilots were reported to be completely "sold" on GCA.

GCA put on an exhibit on the West Coast which was said to impress greatly airmen. Western TWA and United tests made with their own planes and pilots

4th Air Force Aims To Cut Winter Flying Accidents

An attempt to reduce winter flying accidents on the Pacific coast has been made by a Fourth Air Force restriction of cross-country flying to service and fully equipped planes. The restriction will be in effect until the latter part of March.

Although the Fourth Air Force announced the loss of only one plane, a BT-13, in the California area and two other planes in other areas during the same period last

commercial market for the device under the name of Radar Landing Control.

Until recently, main stumbling block to civilian use was CAA's determination to use only the search part of the device, a system which limits the size of a plane of approximately 30 miles and indicates on a map the position of every aircraft within range. For landing, CAA was adapting the homing-gate path combination used also by the AAF and known as SCR-274.

WPAF Trials CAA Operation

Since last Fall, a GCA set has been at the CAA testing station at Indianapolis, but has been tried only occasionally, and not maintained in top condition. Under an arrangement just completed between CAA and Gulfham representatives, the company will send its own technicians to Indianapolis to train CAA crews, and CAA will operate the set—both the search and precision systems—with a crew of three in two eight-hour shifts every day for approximately three months.

At the end of that time, a full report will be made by CAA's Air Traffic Control Division. Administrator T. P. Wright CAA is expected to decide, on the basis of that report, whether GCA will be used and to what extent on civilian airports.

F-T Set Well Received—Nevertheless, recent published objection to GCA has been that pilots did not take kindly to directions from the ground. This is discounted by some military pilots and some civilian pilots, while others upheld the criticism. In one demonstration at Bryan Field, Texas, for airline pilots, the pilots were reported to be completely "sold" on GCA.

GCA put on an exhibit on the West Coast which was said to impress greatly airmen. Western TWA and United tests made with their own planes and pilots

fall due to weather, flying safety rules were discussed necessary because of mounting demobilization and transfer factors. Terrain in the Pacific Northwest area, AAF spokesman said, is too dangerous for green navigators or pilots to fly on instruments.

During 1944 winter cross-country flying, pilots must be qualified as (1) command pilots with 18 years' experience, (2) senior pilots with 5 years and more than 1,000 hours or (3) pilots with 1,000 hours and a green instrument and earned within the last 90 days.

The regulations apply to all flights under jurisdiction of the Fourth Air Force (California, Washington, Oregon, Nevada, Idaho).

Beech Planning To Build Auto

Entry of Beech Aircraft Corp., Wichita, Kan., into the automobile industry was recently revealed by the opening of a design and development office in Detroit. Plans call for development of an experimental heavy class six-passenger automobile designed to be an aircraft structure, and which may result for about \$4,000 in a production auto.

Lap joints, body mass, tool and die men, and the other skilled workers are being hired for the Detroit office.

Experimental Features Planned—The new revolutionary design features of the new automobile project are:

• The powerplant—a 16-hp Franklin engine driving an electric generator which supplies power to motor starters at each independently sprung wheel.

• No conventional chassis or frame, but structural framework and body are combined to produce a lighter, more efficient design.

• Windows are operated by small

Increased Output Called For In New Labor Contract

Eclipse-Pioneer Division of Bendix Aviation Corp. and the Aircraft Workers Union of New Jersey, Inc., have signed a new contract providing for a 16-cent per hour general wage increase, a no-strike pledge and a 6% sales commitment to increase production by at least 35 percent.

Worth Tracy, Eclipse-Pioneer industrial relations director, said he believed the contract was the first post-war collective bargaining agreement to incorporate a specific provision for increased productivity.

Franklin Institute To Have New Laboratory Staff

A new administrative staff is being set up to head the Franklin Institute Laboratories for industrial research.

Col Charles H. Greenall, new director of research at Franklin Board, succeeding Lt. Col J. B. Hartnett, Jr., who has received his discharge from the service. IATC is charged primarily with coordination of the use of navigable air space to prevent conflict between military and civil aircraft. Hartnett has assumed his civilian job as head of the Aircraft Owners and Pilots Association.

Materials development, formerly under supervisor in charge of metallic materials at the Bell Telephone Laboratories. In 1939 he was named chairman of the committee on copper base alloys of the American Society for Testing Materials. In 1949, he was called in areas as consultant to the director of research at Frankford Arsenal and in 1952 he became executive officer and later director.

Asking as senior consultants to Dr. Allen will be Dr. Roger Eustis and Dr. W. F. D. Brown, former superintendents of the Laboratories. Will be Dr. Robert H. Smith, director of the division of chemical engineering and physics, Ralph H. McCormick, division of electronics and instrumentation, and George S. Holt, division of mechanical engineering.

New IATC Secretary

Capt. Dorothy A. Macmillan, WAC, has been appointed secretary of the Interdepartmental Air Traffic Control Board, succeeding Lt. Col J. B. Hartnett, Jr., who has received his discharge from the service. IATC is charged primarily with coordination of the use of navigable air space to prevent conflict between military and civil aircraft. Hartnett has assumed his civilian job as head of the Aircraft Owners and Pilots Association.



Radar Landing System—One of the clearest diagrams ever presented of the Army's Ground Control Approach (GCA) system built by Gulfham Bros. for AAF, and to be sold commercially by North Central Carbon, Inc., is this drawing. It indicates planes within a 10-mile radius and automatically a presence beam is being sent out from a transmitter approximately 1,100 ft. to the side of the receiver. Receiver for the presence beam sits in the center, smaller sketch shows the operator seated before the two grids.

PRIVATE FLYING

CAA-NASAO Due to Conclude Regulatory Agreement Next Month

Washington conference produces preliminary understanding on scope of long-circled proposal for model state aeronautics act to establish fields of jurisdiction.

Reconvening of differences between CAA and the National Association of State Aviation Officials is likely next month on the subject of proposed private flying regulations and state registration of planes and aircraft.

Preliminary agreement between CAA and NASAO representatives was reached last week in Washington on a draft of model state aeronautics commission act originally prepared by NASAO as 1944 and a subject of disagreement between CAA and state officials ever since (AVIATION NEWS, Dec. 13, 1945). **Compromises Prepared.**—Crucial to the matter was state officials' insistence that state power to regulate pilots and aircraft must not preclude requirements such as registration that would have come with it if state power is "beyond" planes, a theory to which CAA has been unwillingly opposed.

A compromise reached at the meeting and to be studied by the state representatives and submitted to the NASAO proposes:

• States may require registration



"TOW AWAY" DELIVERY:

This new photo, first off the production line at the Schweizer Aircraft Corp., Elmira, N.Y., was delivered recently to James Flying Service, Columbus, Ohio. The single-engine 500-hp 7-19 military glider was planned by Paul Sander and based in Columbus for an extensive short-haul route by Verne Hueston. The glider has 36-ft. 4-in. wingspan and weighs 200 lbs. except its payload completely assembled or is left free for economy by schools and clubs. This model has made cross-country flights up to 38 miles, attained altitudes of more than 5,000 ft. above takeoff point and remained aloft for more than five hours.

of aircraft and aircraft at a nominal fee and the only requisite shall be presentation of a valid Federal certificate.

• States may enforce safe flying practices only by court action, provided that the standards of safety shall be the same as those laid down by the Federal Government, and provided that the states shall make it a misdemeanor for anyone who does not hold a Federal certificate to fly within a state's border, and provided that if an offender is prevented from flying for more than 30 days, the case shall be referred to CAA for a decision as to his competency to fly.

• **Federal Functions.**—Federal functions, as outlined in the policy memorandum of the meeting, are to set aeronautics, aerospace and space policies and to implement and enlarge them through CAA agencies and other CAA personnel.

Established in the states is the right to license airports and the countries agreed that these firms shall be required adequate fuel and oil; attendance or availability

Flyaway Service Established in Dayton

Establishment of a flyaway service for delivery of personal aircraft from manufacturers to dealers and distributors has been announced. The two, American Flyway Service, will be based at South Dayton Airport, Dayton, Ohio.

Minds of the organization are two former military pilots Leon W. Wilder, and Andrew B. Waggoner. They expect to employ discharged Army and Navy pilots who wish to continue flying in civilian life. Several aircraft distributors have indicated their interest in using the service and more than 20 plane deliveries already have been made.

• **Will Be Insured.**—By taking into consideration liability costs in flyaway service, they believe they can provide the service at a lower cost than any private distributor or dealer. They would sell full insurance coverage under a separate contract with Auto Insurance Underwriters.

On April 1, 1946, costs per mile for planes weighing at least 10,000 lbs. for more expensive planes will be slightly higher.

• **Hidden Costs Listed.**—Hidden hidden costs considered in arriving at

a manager and an airplane and engine mechanic, tie down or hangar facilities, fuel, fighting equipment, snow removal equipment, telephone, water and rest rooms, first aid kits.

• **Minimum Standards Required.**—Also discussed was establishment of minimum standards. Suggested although not adopted, was landing strip lengths of 2,000 ft. instead of 1,800 ft.; glide angles of 15°-1 rather than 20°-1; and runway load coverage of 80 percent, instead of 70 percent.

The NABAD delegation at the meeting, representing 13 states, was headed by the legislative committee, consisting of William L. Anderson, Pa.; Arthur Tully Mats, Clarence J. Corbin, Ind.; L. E. Schreider, Minn.; David M. Gilligan, W. Va.; Edward F. Knapp, Vt.; Dexter C. Martin, S. C., and Edward H. Fessenden, Mo. Also attending were A. M. Barnes, head of the Government delegation which included CAA Administrators T. P. Wright, Charles R. Burdette, George W. Hargrave, Barbara Elwell, Fred Lester.

Operations of the new organization that has been organized in eastern, midwest and southern states but their plan is expand the service to the entire country as soon as personal plane production warrants it.

Airline Pilots Blamed For Mid-Air Crash

A collision between an airliner and a two-glider private plane near Tulsa, Okla., subject of a causal CAA accident investigation report is believed to private flyers, for three reasons:

• The investigation shows the accident probably was caused by lack of vigilance on the part of the airline pilot, pointing a warning that all pilots, even highly trained transport flyers, must continually guard against carelessness.

• The board dismissed CAA complaints against the two airline pilots, because the Administration failed to file complaints within one month after the crash, failing to show good reason for the delay.

• The board dismissed CAA complaints against the smaller pilot, flying the private plane, holding that he did not violate Civil Air Regulations as charged, except for one which had been repealed since, and which had been "generally recognized as unnecessary." (166.41) CAA requiring pilot to fly at 100 percent fuel levels, as nearly as existing conditions permit.)

The collision took place Dec. 24, 1945, 4½ miles northeast of Tulsa, Okla., between an American Airlines DC-3 piloted by Capt. Victor Robert Evans and First Officer J. Richard Lyons, and a Taylor-

retes were weather delays, indirect routes, insurance coverage, pilot transportation, and delays at the factories and en route. The firm plans to station its jobs at the factories to speed delivery.

Dayton was selected as the center for activities because of its location in respect to a majority of the largest personal plane manufacturers.

• **Full Costs Greater.**—The firm says a study indicates the flying time will be slower on new planes, because the new engines should not be operated at maximum cruising speed, and gasoline consumption is expected to be greater than normal. Also the oil consumption for a new engine is usually greater. These factors are not generally considered in figuring flyaway costs, the partners say.

Operations of the new organization that has been organized in eastern, midwest and southern states but their plan is expand the service to the entire country as soon as personal plane production warrants it.



Airport Replaces Speedway: Layout of an airport being constructed on the grounds of the old Alturas Speedway near Tyrone, Pa., shows how runways will intersect the old race track which will be used as a taxiway.

Airport Being Built On Speedway Site

The airfield may never replace the auto, but near Tyrone, Pa., a Oregon privately-owned expert is taking the place of a once-famous auto speedway.

G. C. Black, auto dealer and Aeromax distributor, reports work is now completed on a field he is building on the site of the old Alturas Speedway. The track is being used as an oval taxiway around the field and the turnoffs from the grandstand is going into new approach structures.

• **Towaways Planned.**—The speedway track was a mile and a half long track, but later was converted to a mile and an eighth dirt track, built inside the old oval which was torn down. Black bought the property in 1942.

The field will have two raceways 300 ft. wide—a 1,600-ft. north-south strip and a 2,200-ft. east-west strip—each intersecting the taxiways built on the old track surface.

• **Our Building Finished.**—A building to house administrative offices, parts storeroom and lounge already has been completed. A large number of T-33s, a swimming pool and a snack bar are projected. All are to be built of the yellow pine heartwood salvaged from the grandstand. Black expects the lumber is in excellent condition.

Curtiss Memorial Urged

Construction of a Steuben County, N.Y., airport as a memorial to Glenn H. Curtiss, New York State aviation pioneer, has been recommended to the State Legislature by the State Department of Commerce. Commissioner M. P. Catherwood suggested a site two miles from Ham and five miles from Hammondsport, scene of early flights

Restrictive State Regulations Attacked at Northwest Air Parley

250 delegates to Aviation Planning Council meeting at Boise, Idaho, hear speakers assail unnecessary and conflicting measures instituted by both federal and local governments.

Unconsciously, restrictive state control of aviation in conflict with existing federal Civil Air Regulations was emphasized sharply by delegates to the recent Northwest Aviation Planning Council, at Boise, Idaho, although the speakers also attacked federal regulations interfering in the rights of the states.

Dr. Harvey Casper, Boise, Mont., president of the Montana Pilots' Association, cited Connecticut aviation regulation as an "example to which we can additively add more ridiculous."

Pilot Out At Landing Fee—He leads a chapter there, a motor boat license must be obtained in order to navigate the state's waters. If the pilot loses more than 24 hours the pilot must have a medical examination from a state physician besides his regular CAA medical certificate. Such actions, taken by state legislators who have no familiarity with aviation defeat the purpose of national legislation," he declared.



\$25 AN HOUR:

Hunting purchased three Vultee RPs-12 surplus trainers from War Assets Corp., Thompson's Flying Service, Salt Lake City, Utah, in planning to buy two or three more in the winter future for rental to pilots desiring instrument flight practice. Carl Hellberg, manager of the service and president of Utah Fixed Base Operators' Association, expects to set a \$25 an hour rental fee on the planes, which have 450 hp Pratt & Whitney engines. Photo shows Hellberg on the wing of one of the planes, with Ed May, former Army test pilot, who is testing the planes for certification, in the cockpit.

Idaho 'Revolt' Urged

A direct break from Idaho pilots and the State Aviation Association appeared possible on an offshoot of the recent Northwest Aviation Planning Council, it was proposed that an Idaho Pilots' Association be formed to counter the Boise Aviation Association.

Speakers for the rebels were pilot Lawrence Brown, Ellensburg, G. D. Lockett, Pocatello, Alvin Gandy, Pocatello, Idaho Falls, and J. W. Vandervort, Aberdeen.

Opposition of "Mammoth"—They and other flyers and operators objected to the "mammoth" of discussions on pending Idaho aviation legislation and suggested that the Idaho legislature, Gov. Elmer Dickey, Lewiston, was represented among officers and directors of the association. They also protested that W. P. Higgins, Lewiston city engineer who was re-elected president, had apparently come to represent the directors and that the directors then elected the officers.

At the meeting ended, it was being urged that the operators and pilots be given a larger place in proceedings, and it still was recommended whether bills would be voted on whether the legislative session would split into two equal groups.

picture for self-aggrandizement and working against the interests of the pilots.

He said: "Everybody has a finger in the pie, except the pilot. Anyone who works in aviation should have the privilege of running aviation, or at least a voice in policies laid down. But as it is, a lot of operators aren't able to go there, because they have to be here to live."

Repeal of State Laws Urged—R. J. Robins, of Washington, D. C. aviation CAA administrator for state relations, recommended repeal of Idaho state laws affecting aviation on the grounds that they were now unnecessary, although Idaho was one of the first states to set up progressive aviation legislation.

Robins said the small operator is taxed by restrictions contrary to national regulations. "The small operator is trying to get a foothold," he explained, "and needs all the help possible. He should not be saddled with unnecessary work and expense. He cannot afford to meet added expenses of complying with two sets of regulations."

New Luscombe One-Place Ship Flight Tested; Production Studied

65-hp. craft weighs 865 lbs., cruises at 122 mph. with top speed of 155 mph., uses many parts from company's own-place Silhouette, has 25-ft. wing, 17-ft. fuselage.

By ALEXANDER MCSUREY

A new low-wing one-place monoplane which Luscombe Airplane Co., Inc., has flight tested successfully at Dallas, Tex., is believed by the manufacturer to be the fastest airplane ever flying in its power class.

All-metal except for the fabric-covered ends of the wing, the new 65-hp. Model 10 will cruise at 122 mph. and has a top speed of more than 155 mph., giving it a cruising speed-power ratio of more than six miles per horsepower.

Uses "Silhouette" Parts—The open-plane plane has been designed so that it can use many of the parts already used in Luscombe's production of the standard 45-hp. two-place highwing Silhouette. Mass production of the Model 10 would present only minor problems, if that is decided on, Leopold H. P. Klets, president, points out, because the necessary machines, jigs, and materials already are in use, and many of the interchanging parts already are available.

The 17-ft. fuselage is of all-metal stressed-skin monocoque construction with few bulkheads, and the 23-foot wing is half-monocoque, of metal construction, fabric-covered, with metal-covered control surfaces. **In Six Months**—Mathis Klett, Luscombe's chief engineer, designed the plane and the construction of the Model 10 began according to the stated plan in less than six months. His high performance is attributed to its clean aerodynamic design, which includes a bubble-type plastic canopy, wing-root fillets to smooth out the surface over the wings, and fairing of the fixed conventional landing gear to cut drag.

Fully loaded, the Model 10 weighs 845 lbs. At cruising speed, fuel consumption is only four gallons an hour, giving an unrefueled average of 30½ miles to the gallon.

Market Considered—Mathis Klett is now making a study to determine whether public demand for this type of plane warrants putting it into quantity production.

Plane manufacturers generally

AVIATION NEWS • February 11, 1946

Enough On Skis

Fred Wink, vice-president of Engineering, Zenith Corp., Chicago, Ill., and designer of the Europa, has completed landing and takeoff tests with the first trials landing gear Europa, at 81 Cloud, Mo. (See page 2.)

Wink's comments on the nose ski, believe it sterile on the ground, just like the Europa mainwheel. The installation uses three standard Federal Model A-1560 skis. Europa owners may purchase them from Zenith Aircraft Works, Milwaukee, and have them installed locally with CAA inspection.

North American Names Buick To Personal Aircraft Council

North American Aviation, Inc., last week designated E. L. Smith, its representative on the Personal Aircraft Council of the Aircraft Industries Association.

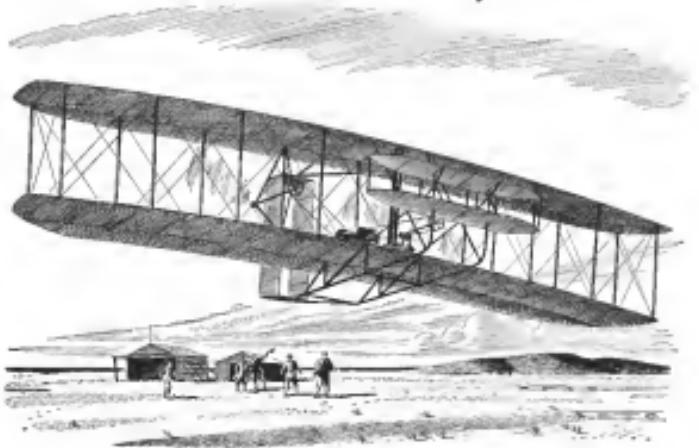
The action is the first open indication by the Ingleside, Calif., company of its intention to enter the personal plane market, although it has been known for some time that North American was exploring an experimental high-wing low-wing plane for this field. Smith is assistant to President G. H. (Dutch) Knobellberger.



PRIVATE PLANE CARRIES POLO TEAM:

The "Shore Flyers" polo team recently flew over to Hawaii, Calif., from Miami, Fla., for the first inter-island polo match since Pearl Harbor, using a privately owned twin-engine Cesna for their transportation. Above, R. S. Evans, owner of the plane, left, and other members of the team board the plane.

KITTY HAWK, 1903



**Answers that Orville and Wilbur Wright sought
men of Northrop are finding today**

The Wrights went about it differently. While most had sought to solve the problem of power and stability at one, Orville and Wilbur Wright tackled them separately.

First, they experimented with gliders. Then with model planes in wind tunnels, then with propellers. Then, finally for power, they developed a lightweight gasoline engine of 12 h.p. The result is aviation history.

From these first faltering flights, men have gone on seeking better solutions to the flight-problem. It never was enough for man to fly.... the dream

was that he fly well, master, safer and speed. And toward that end the top-flight research and development brains of the aviation industry have been constantly taxed.

At Northrop, a variety of answers with positive applications were found through scientific research. Such things as Helium welding which promises lighter, sturdier aircraft of magnesium.

The search continues on. Constantly men of Northrop are making new findings, developing them into better fight for man. Northrop Aircraft Inc., Northrop Field, Hawthorne, California.



NORTHROP

Creators and Builders of the **Black Widow** P-61 Night Fighter and the **Flying Wing**

AVIATION NEWS • February 11, 1946

PRODUCTION

New Research Foundation Bill Introduced in Senate By Willis

New measure, proposing board with broad general powers, further complicates efforts to set up national program; makes no reference to problem of patents.

Efforts to establish a Federally-financed national research program have been further complicated by the introduction of a bill by Sen. Raymond E. Willis, (Rep., Ind.) to set up a "National Science Foundation."

Although the name of the organization proposed by Willis is the same as that envisioned in S. 7320 (Aviation News, Feb. 4), there is a wide difference in approach.

Leaves Room Undecided—Author of the bill has left many fields of endeavor to the committee, and has not even exactly what it does and cannot do. Willis' bill (S. 1777)—

- Creates the foundation of \$9 "distinguished men and women" in all fields of science and education, who would be recommended to the President by the National Academy of Sciences, and who would serve without pay;
- Provides that the foundation "shall examine into and report to Congress annually upon the monetary needs

of American institutions devoted to higher education and the pursuit of knowledge in regard to research and training in all departments of science as well as aid by means of scholarships and fellowships in these departments, and disburses such funds as Congress may provide."

► Directs the foundation to foster maximum publication of discoveries and technical information.

Seeks to End Delays—Willis' bill divides his functions, he explained, because there has been a lack of action on the original bill. His desire is to eliminate active, verbal subjects in research legislation, but will enable Congress to enact a massive financing research.

While the Willis bill simplifies the efforts down to a point where perhaps too much discretionary authority is vested in the foundation, significantly, it contains no reference to ownership of patents, which is a major part of S. 1739 and the main point of industry's objection.

First Post-War Foreign Delivery of DC-4

Douglas Aircraft now is engaged almost entirely in the production of transport aircraft for foreign and domestic airlines and has just made its first post-war delivery to a foreign customer, a four-engined DC-4 for Australian National Airways.

Victor G. Bestmann, vice-president in charge of foreign sales, said the delivery was the first of 65 new Douglas transports going to airlines of 12 different nations. Their dollar values total \$113,400.

Other Orders Listed—Other DC-4 purchases were: SAIRNA, Bulgaria, four; KLM, Dutch, two; Aerovia, Spain, three; South African government, three; Norwegian Air Transport, two.

Contracts for DC-3s in addition to the first 15 DC-4s and four DC-3s. The transports will be used on the 7,600 miles of airways flown by Air France throughout Europe and the French Colonial Empire.

Martin Expansion

Construction of a \$1,000,000 plant to manufacture Marlex, an elastomer plastic, is to be completed by Glenn L. Martin Co. The factory, operated by Marlex plastics and chemical division, is expected to be in production next fall and ultimately will have an annual capacity of approximately 11,000,000 lbs. Marlex is announced as a more durable than rubber, fibrous and the like.

Eclipse-Pioneer Staff Is Consolidated

The sales and service staff of Eclipse-Pioneer division of Radial Aviation has been reorganized and the activities of Eclipse Accessories and Pioneer Instruments consolidated.

Roy E. Daane, director of sales and service for the division, announced that George A. Lewthwaite now is sales manager for both Eclipse and Pioneer products instead of for Pioneer and that H. P. Luis had been appointed assistant sales manager for the division with Charles A. Wolf in charge of sales engineering.

Service Structure Also Changed—A similar change in the service structure became effective at the same time Dan & Tidwell service manager now heads the consolidated service department, with John J. McKeon as supervisor of DC-3 service and Harold Peck as supervisor of Service service. Donald M. McGrath has become assistant to the director of sales and service.

Pradene G. Muller, director of public relations and advertising, has taken on the added assignment of advertising for the division, replacing John E. Masako, formerly Eclipse advertising manager and Robert F. Lane, formerly Pioneer advertising manager.

Heller Succeds Bechers

C. H. Heller, chief of the general equipment branch of Civilian Production Administration, has been appointed director of the equipment division, succeeding Harry M. Becher. The division handles any non-contract problems of the strategic industry, having inherited that function from the old aviation division of WPA.

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PRODUCTION — 18

Russell Sees License Agreement As Great Aid in Readjustment

Believes it will carry industry through to position of world leadership in commercial field equal to that held during the war

The fundamental importance to the aircraft industry of the cross-license agreement on patents has never been more fully realized than during the war, Frank E. Russell, president of the Massachusetts Aircraft Association, administrator of the agreement, declared at the association's annual meeting in New York City.

"Although the equivalent of many years of research and development may have been crowded into a period of a few months," he stated, "the most advanced idea for the improvement of military types of airplanes and the development of new designs for commercial models have been made available on reasonable terms to all manufacturers."

Urges Continuation—"It is my opinion that continuous adherence to these objectives, which have served as a guide and inspiration to our manufacturers throughout the recent hostilities, will again emerge so strongly through the difficult period of readjustment and a corresponding continuance of world leadership in the field of commercial aviation now

Aircraft Corp., J. H. Kondelberger, president, North American Aviation, Inc.; W. T. Freeny, president, Piper Aircraft Corp.; Raymond B. Pratt, Consolidated Vultee Aircraft Corp.; John M. Barnes, Douglas Aircraft Co., Inc.; William E. Volk, Curtiss-Wright Corp.; Roycroft Walsh, United Aircraft Corp.

that the war has been won."

MAA, formed nearly 30 years ago to record patents of individual manufacturers, arranges for their licensing to other manufacturers of aircraft, and collects the royalties.

May Be Used in Other Fields—Russell pointed out that the cross-license agreement administered by MAA is being studied for possible application to the radar and electronic fields.

During 1945, a total of 182 patents were reported to members of the association, Russell said. In all, 1,835 patents have been brought under the operation of the cross-license agreement.

Three Officers Elected—Russell was reelected president of MAA. Samuel A. Bowley continues as chairman of the board; John A. Berliner as general manager, and James P. Murray of Boeing Aircraft Co., as secretary. Charles Kingsley, Grumman Aircraft Engineering Corp., was elected treasurer.

Vice-presidents elected are Robert E. Gross, president, Lockheed

New Planning Unit Established By AIA

Department consolidated to aid in keeping growth and progress of industry charted, aid in liaison work

With a view to exploiting industry-government teamwork, the Aircraft Industries Association, in an organizational realignment has set up a new department, the Industry Planning Service, through a consolidation of the former AIA Readjustment and Research-Statistics Services.

The consolidated department will

serve as an industry counterpart

of similar planning agencies within

the government to deal with industrial mobilization.

Will Keep Tabs on Industry—It will aid in keeping the growth and progress of the aircraft industry charted so that its potential production rate will be determined at any time. After Read Justification the aircraft industry will be asked to produce equipment and schedules with little reference to knowledge of facilities and personnel available. The AIA's new department will keep continuous liaison with the armed services and other government agencies, as well as with other industries, on potential production.

The new department will aid in determining the minimum of research and development work necessary to maintain the aircraft industry at any given level set by Congressional appropriations for the armed forces.

Officials Named—The aircraft industry recognizing its responsibility to the maintenance of air power has set up its service organization to coordinate Army-Air and industry plans.

George T. Harrison, formerly of the Bell Aircraft Co., head of the Readjustment Bureau, is director of the industry planning group. W. Rudolf Bradley and Martin Wijner serve in a consulting capacity.

John E. Morgan, executive director of the AIA, who announced the organizational realignment, said



INTERIOR OF ROADABLE PLANE:

The drive shaft from the 125-hp Continental engine in the nose of the roadable plane built by Southern Aircraft Division of Portable Products Corp. (AVIATION NEWS, Feb. 4) runs through the passenger compartment to the rear where it drives a propeller in gear while the craft is on the ground. Dashboard carries both flight and gauges.



Skyway Express to London

What interests the passenger is the ease, comfort and speed of transatlantic air travel, as handled by American Airlines' big Douglas DC-4s. But to the majority who know the importance of maintaining schedules and operating efficiency, it's the equipment that counts.



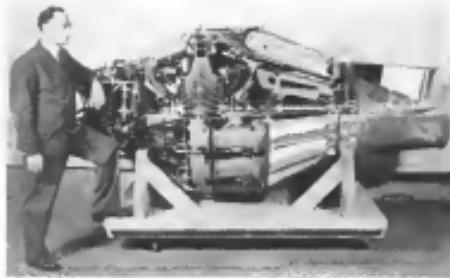
SARNIA, ONTARIO

THE ELECTRIC AUTO-LITE COMPANY

POIT HURON, MICHIGAN

SEE US IN THE N.Y.C. RADIO SHOW STARTING DEC. 18 AND IN
EVERY AIRPORT FROM BOSTON TO CALIFORNIA

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SHOOTING STAR POWER PLANT

Cadetry model of a super G-E jet engine of the F-86 type which powered the Lockheed P-80 in its record-breaking trans-continent flight of 4 hrs and 13 min. Beside the engine is R. G. Standerwick, General Electric engineer, under whose direction it was designed and developed.

The engine not only was designed to increase the Association's effectiveness in the important field of industrial plants, but also would offer operating economies in use with Association policy.

Air Mail Carrier — While the new service will be especially concerned with establishing a planning conference to study existing suspended industrial plantmen's restrictions of the Army and Navy, it will continue to serve the Tax, Technical, Surplus, Accounting and Procurement Legislation Committee, composed of executives of Association member companies. The new service will work closely with similar planning groups in the Air Technical Service Command and the Navy Bureau of Aeronautics.

gase was made possible this week when the Army removed the project from its "secret" classification.

Menasco acquired from Lockheed last October manufacturing rights to this engine and others, and took over Lockheed's gas turbine engineering group, headed by Nathan C. Price.

Force Issues Statement—Connected with issuance of its annual report, Menasco issued a brief statement that its turbine program contemplates a series of engines ranging from the 500 and 600 hp class up to the largest aircraft power plants."

The company's report, as of last June 26, shows net assets of \$14,929,420 and a net profit of \$349,326 or 25 cents per share.

Diversified Are Interrelated—Menasco's close affiliation with Lockheed indicates that the latter company will be a prime customer of the engine company's future aircraft power plants. The Menasco directorate is made up of Robert E. Gross and Cyril Chapman—both vice-president and general manager of Lockheed; John G. Lee and Robert W. Miller, president and executive vice-president of Menasco; Whalley C. Collins, president of Hydroplane Co., for which Menasco president small two-cycle gas engine powering Hydroplane's radio-controlled target aircraft; and William J. Leahy, the San Francisco public relations firm Lee & Leahy.

The company plans production of engines having a power range suitable for big transports, personal aircraft, automobiles and trucks, and marine use.

Now Off "Secret" List — Menasco has worked with Lockheed Aircraft Corp for more than two years in manufacturing an advanced jet en-

gine. Post-war production will be concentrated on manufacture of aircraft landing gear assemblies, hydraulic packs, a portable electric welding machine, and the Radac plane engine.

Lines Urged To Aid In Mapping Designs

Airframe aerodynamics and structural design problems primarily are those of the manufacturer, the aircraft operator had an important duty to help in solution of plane design questions involving maintenance and passenger, cargo and crew accommodations.

The air carrier's growing responsibility in this regard was discussed by Wilfred W. Davis, superintendent of United Air Lines' aircraft planning division, in a recent talk before the Society of Naval Architects and Marine Engineers at Washington.

Suggested Approach—Explaining that no basic fundamentals have been set up yet for airline plane designs, he suggested a free-swing routine approach by the carriers to matters of passenger cabin arrangements, cargo plane equipment, and cockpit design. It is

Study Existing Solutions—of these problems by air and surface carriers.

Do Sufficient Design and Layout Work—to determine solutions apparently most practical.

Construct Working Wooden and Actual Metal Material Mockups based on these layouts.

Use the Mockup to Simulate Actual Operation.

Prepare Suitable Specifications as a result of these steps for aircraft manufacturers.

To illustrate lack of basic fundamentals, Davis said that when various individuals familiar with operating problems were asked recently for opinions on the most desirable door size, 10 different answers were received.

British Aircraft Group Names Second "Ambassador"

The Society of British Aircraft Constructors has appointed a second "trade ambassador" to further the interests of the British aircraft industry abroad. He is Col E. P. J. Evans, whose territory will be the Middle East and Greece.

Previously, SBAC named W. T. Ballantine as its representative in Latin America, with headquarters in Rio de Janeiro.



Photo of the four-engine Stratocruiser—the twin decked 72 to 114 passenger Boeing Stratocruiser.

Don't look now!

The Boeing Stratocruiser hasn't been destined to any airline yet—but she does a coming. The dark double-decked plane—big brother of the Boeing 307 and twin of the record holder, the C-97—is now being built at Boeing plants.

To every one who looks forward to a newer aircraft, the Stratocruiser offers

NEW SPEED—crossing at 340 miles per hour, coast to coast between lunch and dinner, seven hours Atlantic in daylight or overnight.

NEW COMFORT—passenger lounge, with lounge chairs or berths and plenty of room to move about, spacious, airy flight, air-conditioned, sound-proofed cabins, comfortable, roomy, fully equipped galley for many meals a day.

The Stratocruiser embodies outstanding aerodynamic and structural advances not found in any other transport airplane.

The Boeing "117" wing is just one example.

Designed for the B-52 Superfortress, it made possible the speed, range and carrying capacity that were such vital factors in developing the air way. The advantages it gives the Stratocruiser are equally outstanding.



The Stratocruiser combines the room and flight characteristics of the famous Boeing B-52 Superfortress.

BOEING

The Boeing Stratocruiser brings to commercial flight the same skill and experience in research, design, engineering and manufacture that gave America the B-52 Superfortress.

The B-52 Flying Fortress and other great Boeing aircraft—"Built by Boeing," it's built to last.

PERSONNEL

C & S Elects Williams Executive Vice-President

Harve L. Williams (photograph) has been made executive vice-president of Chicago & Southern Air Lines, Inc., after World War I, he was made president of Air Investors, Inc., in 1937 and participated in the organization of the Aviation Corp. of America. At the time he joined C & S, he was serving as president and director of the company which operated the original Chicago-Athens aerial route, a route now operated by Eastern Air Lines. In 1939, he served as a director of the Aeromaritime Chamber of Commerce of the Americas.

Williams, a former chairman of the Connecticut Aerospace Development Commission, in 1948 was selected to argue and become the first chairman of the New England Aviation Conference.

George G. Tracy, president of McGraw-Hill Publishing Co. of California, has been appointed chairman of the 1948 western committee of the Society of American Travel Agents. He also was named as Chamber of Commerce member on the San Francisco Bay Area Aviation Committee Administration of the San Francisco Chamber's program will be directed by **Kenneth B. Mathews**, aviation department manager and secretary to the aviation committee.

B. D. Kirby has been appointed managing manager of the General Electric Co.'s aircraft and avionics division at Lynn, Mass. Kirby originally had been appointed project engineer responsible for the program of new aircraft equipment on order for United Airlines. He has been assigned to assist in the operations management.

PCO has appointed Capt. J. T. Blader (photograph) as systems chief pilot. Blader is assigned to stand pilot for the company in Capt. Harry L. Smith. The airline also has announced a new department with **James B. Henry** as manager. It is the paramilitary and development department of territorial development. Four regional flight crews have been signed to the new program. **Howard Kennedy** is regional liaison director in Washington. **Van Lear Black**, eastern regional director in New York. **George N. Moore, III**, western regional director

at Detroit, and **William J. Bray** in Atlanta. In liaison with state and federal agencies concerned with aviation, Blader will be in Washington.

United Air Lines announces that **Gilbert L. Leendecker** has returned from the Navy to become director of maintenance for the Los Angeles office. Mr. Leendecker had been serving with the Navy and is now in charge of sales in the sports events department. **Arthur La Vaca**, Southwest publicity director, has returned from the ATC to assume his position, and Mrs. **Maryanne F. Phillips**, publicity director during his absence, has succeeded him. **Howard Williams** has been appointed southwest promotional director.

Ralph C. Phillips, Jr., president of Airways Engineering Consultants, Inc., Washington, has become a member of the board of directors of the Airports Division of the American Hotel Builders' Association.

Carroll H. Shook, Belli has been elected controller of United Air Lines finance department and **Carlton Blackett** (photograph) has been elected director of projects. Blackett formerly was auditor of the airline and no successor has been named. Blackett began

his career with National Air Transport in 1935 and has been with United for 20 years. Charles F. Goodell (photograph) has been appointed project engineer responsible for the program of new aircraft equipment on order for United. Goodell has been assigned as assistant to the operations management.

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Howard H. Adams (photograph), former lieutenant colonel in charge of public relations for the Air Technical Service Command's western region has been appointed western regional manager for Transcontinental & Western Air, Inc. Presently he operates his own travel agency in Hollywood. He succeeds Art Stewart, who recently was appointed vice-president of Panhandle Airlines, in which TWA has a substantial interest.

John Nathan (photograph), who served recently in the Army Air Forces has been appointed to the Board of Directors to assume the newly created position of division supervisor of systems for the Southwest region. The new manager should well be succeeded by **Frank T. Austin** (photograph), who joined Braniff in 1938, was promoted to the superintendent of operations when he joined AAFT.

Peter N. Janzen, who remained last year as director of manufacturing for the Curtiss-Wright Corp.'s airplane division, has joined Beechcraft. He is vice-president in charge of operations. He recently was elected president of the Aero Club of Indiana.

Pete Wiese has been named assistant to the manager of Fleetwing Division of Kansas City, Inc. Wiese has been with the Small Aircraft Facility and was with McGraw-Hill Publishing Co.

Ronald R. Morgan, formerly director of engineering for TWA, has joined the engineering staff of Beechcraft division of Beechcraft Avionics Corp. in Wichita.

Alfred B. Canipe (photograph), chief flight test engineer for Douglas Aircraft, has been appointed assistant director of flight operations for the company. He is in charge of the flight test department of the experimental airplanes with the Douglas corporation since 1940. **Donald C. W.**

Douglas, Jr., is director of flight operations for the company.

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Stinson, who has been operating intrastate in Missouri since Jan. 1948, to obtain date on potential passengers in part of the area which it wishes to serve, has suspended its operation pending action of the Civil Aeronautics Board on its application for a 1,016-mile intrastate system from Tulsa, Okla., to Marys, Mo.

Stinson, a former bus line operator, Laddie Hamilton, president and practical statistician, the line handled more than 2,700 passengers during the test operation and proved that it can operate profitably without subvention to carry all traffic, he says.

► **Filed Application in 1943**—Clark filed its application with the Civil CAB in September, 1943, asking authority to transport passengers, property and mail over routes from St. Louis to Tulsa, through Springfield, and Kansas City to Montgomery, Ala., through Springfield and Memphis. Later the application was extended to include three additional routes in Missouri, as small cities on the Kansas City-Montgomery road, and three smaller cities on the St. Louis-Tulsa route.

The total route mileage for Clark's proposed system is 1,816 miles. A total population of 6,375,000 would be served. The average distance between stops will be 100 miles. Two round trips would be operated daily over all of its routes.

► **Carl Jake Fins**—Hartford had indicated J. B. "Dix" Carl of Tuscaloosa, Alabama, a former member of the Alabama Aeronautics Commission to become a stockholder, director and general manager of Clark.

Routes were chosen for the test intrastate operation in January, 1948. Clark began operating two flights daily out of Springfield, Missouri, serving Springfield, Ft. Leonard Wood, St. Louis, Columbia, Kansas City and Clinton. Five-

SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

Ozark Airlines, Statistics Prepared, Awaits CAB Action On Application

Suspends operation of temporary intrastate service after determining it can show profit in intrastate field without depending on airmail subsidy.

Ozark Airlines, which has been operating intrastate in Missouri since Jan. 1948, to obtain date on potential passengers in part of the area which it wishes to serve, has suspended its operation pending action of the Civil Aeronautics Board on its application for a 1,016-mile intrastate system from Tulsa, Okla., to Marys, Mo.

Stinson learned from its operations that the public is interested more in service on short trips than it is in luxury or unusual comfort, that it prefers to make reservations "on the spot" or a short time in advance. Yet the average passenger is not able to plan very far in advance on short business trips, and that flexibility of schedules and operations are necessary to obtain the greatest service at least cost.

Maintenance of second-hand aircraft in an era of shortages of parts and materials presented a problem of high proportion. Very sparingly used by Clark was taken down and completely rebuilt before being put into service. The service on rebuilding work was done by Dixie Air, Inc., Tuscaloosa, Ala. Dixie and Carl were controlling interest in Dixie Air, Inc.

► **Completely Equipped**—Dixie Air is completely equipped with shops, hangars, laboratories, classrooms, mess hall and other facilities for maintenance, repair and overhaul of aircraft, and for the training of personnel and flight crews for commercial operations. Located near the southern terminus of the Kansas City-Montgomery feeder route, Dixie will provide an excellent maintenance and repair base for Clark.

A contract between Dixie and Clark gives Clark first call on all equipment, facilities and personnel for the maintenance, overhaul and repair of Clark's equipment. Clark's other maintenance base will be located in Springfield.

► **Station Organization**—As a result of experience in Columbus, Clinton, Waukesha and Rolla, Clark has determined to use full-time paid station agents who will also assist in providing the necessary ground service. At the larger

passenger stations left Springfield at 8 a.m. daily for St. Louis and Kansas City. They flew the triangular route Springfield - St. Louis-Kansas City-Springfield in opposite directions and returned to Springfield each afternoon.

► **Passenger Rises Steadily**—Beginning with 42 passengers in January, passenger steadily increased until March when 120 passengers were carried. The Stinsons were pleased with their engine, which handled more than 2,700 passengers during the test operation and proved that it can operate profitably without subvention to carry all traffic, he says.

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The total route mileage for Clark's proposed system is 1,816 miles. A total population of 6,375,000 would be served. The average distance between stops will be 100 miles. Two round trips would be operated daily over all of its routes.

► **Scoutched to Census**—Clark later

Airborne Wet Wash

Aerial laundry pickup service, believed to be the first in the United States, was inaugurated last week between Tuscaloosa, Ala., and the Mexican border city of Nogales, 60 miles west of Tucson, Arizona.

Lewisine a plane from Glendale Airport, the company began twice-a-week service between the two cities, a route formerly served by truck. The plane, a Stinson, is flown by Wallace Sparks and Thomas Moore, former Navy pilots, and Alan Thompson, a Army pilot.

Between Tuscaloosa and Nogales the route will be headed on each bi-weekly trip.

switched to twin-engine Convair. Operations were confined to daylight control flight, though all of the stages were equipped for instrument flight and all of its pilots held instrument ratings.

A new system of handling passengers eliminated the major portion of passenger expense incident to the usual reservation plan. A reservation slip was carried by the pilot on the next flight to the point where the space was available. If space was available, the control office confirmed the request which was referred to the point of origin on the next flight to that point from the original office.

► **Mary Lessons Learned**—Clark learned from its operations that the public is interested more in service on short trips than it is in luxury or unusual comfort, that it prefers to make reservations "on the spot" or a short time in advance. Yet the average passenger is not able to plan very far in advance on short business trips, and that flexibility of schedules and operations are necessary to obtain the greatest service at least cost.

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► **Station Organization**—As a result of experience in Columbus, Clinton, Waukesha and Rolla, Clark has determined to use full-time paid station agents who will also assist in providing the necessary ground service. At the larger

terminal ground service personnel also will be provided.

No better service will be provided. The pilot will collect the tickets, the co-pilot will supervise and assist in loading baggage and express and the station manager will provide the "all clear" signal when the pilot and co-pilot are aboard.

Kirkdale Plan—Schedules proposed at the Mississippi Valley Meeting called for two round-trips daily on each route, but it is believed that at least three round-trips will be required on the Kansas City-Montgomery feeder route. An extra plane would be based at Memphis to give early morning service out of Memphis to Springfield and provide late afternoon return to Memphis.

Quark will use eight-passenger Beechcraft 18-5 airplanes for the entire system. This equipment was chosen because of greater flexibility in scheduling. The plane has a high cruising speed (355 mph) which is absolutely essential in local operations; it requires a very short landing and takeoff run, it can operate satisfactorily out of and fields, the seat-mile operating cost is low and the aerodynamics have been adequately tested.

Funding Planned—Quark has presented \$1,250,000 for its operations of the Civil Aviation Board grants in application. Though it is estimated that \$100,000 will be advanced as additional \$400,000 of additional capital has been provided if it is needed.

Geck is confident that enough passengers and cargo will pay and that no mail subsidy will be required.

National Skyways Lists New Contracts

An increased number of shipments already have been estimated for February by National Skyway Freight Corp., the company reports, and two new Midwest offices were opened in Chicago at 14 East Jackson Boulevard, with maintenance base at Chicago Midway Airport. A progress statement says:

"Under contract originating East and Midwest, we again including 12,000 lbs of packages each week in February and March from Ft. Myers, Fla., to Los Angeles; 30,000 lbs of poker box cases and mechanisms from Avco Corp., at Kansas City, to major cities, including San Francisco, San Diego

28—SPECIAL AIR SERVICES

Robinson Record

Despite winter weather, Robinson Airlines, intrastate carrier operating out of Ithaca, N.Y., broke all its previous traffic records last month with 300 passengers carried and 448 applications for seats.

The airline's 304 passengers came from the Ithaca, New York division, and 32 on the new Utica-Binghamton service started Jan. 22. Biggest previous record was November when 120 passengers were carried with 356 applicants for seats.

Since the intrastate line began in October last April it has carried 1,269 passengers, with 3,868 applications.

and Los Angeles, emergency ship repair equipment from Newark, Pittsburgh, Chicago and St. Louis to Kaiser Plant No. 3 at Oakdale, and increased flights carrying manufactured glassware from New York to west coast department stores.

Other Contracts—The Flying Tiger line also reports a daily plane load, in an six-month contract, carrying frozen fish and sea food between Mexico and Los Angeles, and a commitment of three-plane weekly schedules (\$4,000 lbs) of fresh flowers shipped by California Flower Shippers to Dallas, Chicago and New York.

New Maryland Line Gets Old Franchise

Maryland Public Service Commission has approved the franchise for the Civil Aviation Board grants in application. Through its intervention that \$100,000 will be advanced as additional \$400,000 of additional capital has been provided if it is needed.

Geck is confident that enough passengers and cargo will pay and that no mail subsidy will be required.

Beth, Tex., and by Pan-Maryland Airways, both of whom applied to have their interstate franchises extended to include Salisbury, Easton and Ocean City. Their applications were dismissed.

Arizona Firm Proposes To Carry Fishing Parties

Mercury Flying Service, Phoenix, has filed application with the Arizona Corporation Commission to operate amphibious service from Phoenix to the Islands in that section and to the Four Peaks in the Coast of Mexico for fishing parties. The application is the first of its kind received by the commission.

The company, organized by former aviator and mechanician at Falcon Field, lead-liner Royal Air Force training field 20 miles west of Phoenix which closed in December, has announced its designation as state agent for Commonwealth Aircraft Corp. and proposes to use Commonwealth's small amphibian in the proposed service.

Former ATC Pilots Set Up Aviation Consulting Firm

A corporation called Aviation Consultants and designed to offer various types of aviation services has been formed at the Reading, Pa., municipal airport.

Three former Air Transport Command pilots who head the new group formerly owned the Reading Aviation Service which it absorbed. The earlier firm operated at Read and Airport about two years before and during the war.

Four Other Plans In Form—The four ATC pilots are Alfred M. Berleid, president, Brooks L. McElroy, vice-president, and R. Hardin Breitburg, secretary. Four private pilots are associated with them.

Rhode Island Asks Service

The General Assembly of Rhode Island by recent resolution has asked members of Congress to state that state to "use their influence in every way with the Civil Aviation Board in order that adequate and competitive air transportation may be guaranteed to the State of Rhode Island and to the city of Providence." Only Rhode Island only now on a CAB-certified air route, Providence it served on American Airlines' AM 16 an intermediate stop between Boston and New York.

The transfer of Red Star's franchise in Chesapeake was bitterly contested by Columbia Air-

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... TELLS WHAT TYPE TO USE,
WHERE AND HOW ...



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The booklet will show you where this better insulation material can be used advantageously for electronic and other electrical applications.

It will tell you the ways to use Fiberglas Electrical Insulation Material to obtain all of the benefits which it affords.

Containing complete information about Fiberglas, the new booklet illustrates Fiberglas fibers and filaments treated six ways, woven or woven



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FINANCIAL

Convair Retirement of Preferred Highlights Trend in Industry

Need for substantial funds at end, capital structures are being trimmed and being aligned with current and anticipated business

The announced retirement of Consolidated-Vultee's preferred stock on March 1, 1945, highlights the aircraft industry's desire to place its financial house in order. The need for substantial funds at an end, capital structures are being trimmed and strength closer to actual capacity of being supported by the basic volume presently available and in sight.

When first issued, aircraft preferred stocks served a definite purpose in supplying needed capital for an expanding industry. Frequently, it was difficult and costly to obtain added funds through further corporate stock financing or loans. Preferred stocks, however, were popular and received a ready public acceptance. The case history of aircraft preferreds show that the purchasers of this type of security profited handsomely.

Convair Is Out's History—The present Consolidated-Vultee \$1.25 cumulative convertible preferred was issued in March, 1943, in exchange for the old Vultee Aircraft Corp preferred, share for share, under plan of merger with the old Consolidated Aircraft Corp. At that year, the stock sold as low as \$17.50 per share and 216,171 shares were outstanding.

The preferred is convertible into common on the basis of 1½ shares of common for each share of preferred. With the common selling around \$3, and an equivalent value of 33 for the preferred, it is obviously to the benefit of the preferred shareholder to convert rather than have his shares retired at the odd price of \$17.50 (plus accrued dividends of 23 ½¢). The conversion right expires Feb. 28.

Lackheed Retirement Series—Another aircraft preferred which may be retired in the near future is that issued by the United Aircraft Corp.

In order to provide additional corporate funds, this company sold 250,000 shares of a 3 percent cumulative convertible preferred at \$100

per share in January, 1942. More than \$20,000,000 was thus raised. It was generally understood in investment circles that the company sold this issue to broaden its capital base for its purposes and fully intended to return the stock at its first

call. Subsequent rate increases in the basic stock caused a market for about \$60 per share preferred, thus value has been fair proved academic.

U.S. Steel Favored—Nevertheless, this preferred has consistently enjoyed a high investment flavor due to the amount of the 35 annual dividend actions per share. Currently selling around \$120 per share, the stock is callable at \$105 as of Jan. 1, 1952. This ordinarily would indicate there is no immediate retirement of the issue being voted. Nonetheless, the company could call this entire issue with little embarrassment to its financial condition.

Probably the most involved aircraft preferred belongs to Curtiss-Wright Corp. This company has a Class "A" convertible capital stock which may be classified as a preferred issue. There are 1,152,782 shares of the "A" currently outstanding. This is followed by 7,700 shares of the common. The "A" preferred is 20 percent convertible into common at 12½.

While there is no conversion feature present, dividends are cumulative. Further, a strong sinking fund assures the early retirement of the issue, 10 percent of net earnings are to be applied toward that purpose.

Piper Aircraft—This preferred stock was marketed by Piper Aircraft Corp. in March, 1938. At that time, 21,500 shares of \$30.00 cumulative convertible preferred were offered at \$10 per share. An adjustable conversion feature was present. Allowing for the stock split-up of the concern on a four for one basis in 1944, the preferred is now convertible into 11 shares of common for each share of preferred.

Should the company be liquidated, both classes of stock share equally. The "A" stock is callable at \$10 per share plus accrued dividends. However, at present price levels such action would bring various priorities from the common

shareholders. It has been known, however, that the company has long considered some simplification of its capital structure. Its existing setup would complicate any merger with another firm. Should the much rumored consolidation with Lockheed take place it is probable the exchange of securities would be very troublesome.

Fairchild—A recently issued preferred belongs to Fairchild Engine & Airplane Corp. In May, 1943, the company sold 93,000 shares of a \$3.00 cumulative convertible preferred at \$50 per share to the public. This stock currently is selling around \$60 per share. The purpose of the issue was to retire bank loans. Considerable attraction is found in the conversion rate of \$3.97 1/2 per common share. With the common selling close to \$60 the value of the conversion privilege is self-evident.

Under present circumstances, it is likely that the concern may force conversion of the preferred by an official call at \$82.50 per share sometime prior to April 20, 1948, and at \$51.25 thereafter.

Thompson—Another quality aircraft product is present in the senior equity issued by Thompson Products, Inc., in May, 1942. This 4 percent cumulative preferred is outstanding to the extent of 62,840 shares. Of the total, 45,000 shares were issued to retire a previously outstanding issue of 5 percent preferred. The remaining 15,000 shares were sold at \$107.50 per share. The present market is around \$112.

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With the concern now selling around \$17 per share, the market value of the preferred is self-evident. Extensive exchanges into the common base already taken place and at last reports there were only about 5,000 shares of preferred outstanding. These remaining shares have now been called at \$12 per share on Feb. 28, 1946.



Many an aviation pipe dream has become a reality because of the increasing power and efficiency of aircraft engines. Helping to make this possible has been the tremendous progress in aviation gasoline. Oil refiners appreciate the worth of Ethyl antiknock fluid in helping them make aviation fuel that permits modern engine performance.

Ethyl Corporation
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New York City



Manufacturers of Ethyl fluid, used by oil companies
to improve the octane/knock quality of aviation and motor gasoline.

THE FAILURE OF “FACT-FINDING”

This Parliament has asked Congress to grant him authority to appoint fact-finding boards to deal with nationally important labor disputes. Most unions would like to see some reasonable and objective solution of the industrial strife that now is disrupting reconstruction. Unfortunately, the record of the “fact-finding” procedure indicates that any claim of impartiality for this process is a gross misapprehension.

The Administration bill would authorize the President to appoint such boards in cases referred to him by the Secretary of Labor. Each board would report to the President “its findings of fact and such recommendations concerning the dispute as the board deems appropriate.” Its findings and staff would be provided by the Secretary of Labor. The bill provides for an interval of not more than 30 days known as a “waiting or “cooling off” period during which it would be “unlawful” (though no penalties are specified) for anyone to promote or encourage work stoppage.

Because the Administration did not wait for Congressional action upon its proposed bill, it appointed a number of fact-finding bodies to deal with various emergency situations. It has afforded at least a partial preview of how the procedure may be expected to work out if laws establishing it are passed.

If the reports handed down by the fact-finding panels on the General Motors and oil disputes may be regarded as representative, it can be stated conclusively that Government-appointed “fact-finding” boards will concern themselves to only a minor degree with the establishing of facts. A far greater share of their effort will be concerned with the speculative business of forecasting future output and production efficiency and appraising the “ability to pay” of the companies involved. But the predominant emphasis will be placed upon issued recommendations for settling the dispute in line with assessed Government wage-price policy.

In short, the procedure essentially will be one of negotiation with the public a government opinion as to how far wages may be raised without causing inflation without raising price ceilings. Both the General Motors and the Oil Panels stated, in quite explicit terms, that this was their conception of the job assigned them.

Higher Pay Without Higher Prices

Both panels stated that the pay increases recommended could be met without raising price ceilings, but neither documents in case as this were with very conclusive “facts.”

The Oil Panel qualified its observations on this account to the statement that only one company in its group had decided “readily to pay” and that the majority was at a generally profitable position during 1945 and 1946.

The Automobile Panel stated that, under a number of assumptions about the 1946 operations of General Motors which it believed to be valid, the Company would have higher earnings than it had in 1945, its previous record year. It specifically stated that its findings in the case were not applicable outside the

scope of the stability of the price structure and the provision for reasonable returns to the owners of industry. In other words, prices and the return to investors are to remain fixed, with labor entitled to an ever-increasing return up to the limit of what the traffic will bear.

Having thus outlined their respective assignments of the job, each panel proceeded to carry out its mission.

The Automobile Panel recommended that General Motors increase its basic hourly wage rates by 19½ cents, which amounts to about a 15½ per cent increase on the company's average hourly wage of \$1.33. The Oil Panel recommended an 18 per cent increase in basic hourly wage rates, or an additional 12 cents to the average wage rate of \$1.39.

The General Motors recommendation was based substantially upon the Panel's estimation that a 13½ cent rise would keep weekly take-home pay equal to that earned in 1945 when the workers averaged \$3.6 hours. The calculation showed an estimate of what the effective week-work would likely to be in 1946.

The Oil Panel's recommendation appears to have been based on a somewhat less exacting and more conservative basis, calculating that the maintenance of July 1945 take-home pay after 40-hour shifts were restored would require a 2½ per cent increase in straight-time hourly wages; it recommended that an 18 per cent increase be made. It announced for 9½ per cent of this by noting that this was needed to cover cost-of-living rises, and explained that the rest was justified by a combination of factors including loss of production overtime pay, higher productivity, and refreshments already negotiated. Since the Panel gave no indication of the weight given to these several factors, it may not be unfair to assume that the last-named was given predominant importance, since 11½ per cent was the increase already agreed on exclusive bargaining by General and certain other companies.

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of assumptions about the 1946 operations of General Motors which it believed to be valid, the Company would have higher earnings than it had in 1945, its previous record year. It specifically stated that its findings in the case were not applicable outside the

automobile industry, less it recognized that the General Motors settlement would more or less determine the settlements of other automotive companies. It stated that it had not been able to arrive at a clear conviction as to the ability of other auto makers to pay similar wage advances, but it discounted the issue by observing that they could expect to operate at full capacity in 1946, and that this should provide margins to others the increased wage requirements.

From the management point of view, one of the most serious limitations in the panels' procedure was their failure to deal with any of the Company's plans put forward. In ordinary collective bargaining the demands of both sides are discussed and compromised in one direction or tended for concession in the other. Here, although the companies involved had insisted upon rules for guaranteeing against strike readouts and wild-cat strikes, and for other union concessions, nothing but the wage issue was considered by the “fact-finding” bodies. The General Motors Panel specifically recommended that the wage increase of 1945 cents be granted, but that otherwise “the status quo prevailing before the strike be restored by the reinstatement of the 1945 contract between the parties.” Handled thus, fact-finding becomes indeed a wholly one-sided exercise.

Both panels accepted, quite uncritically, the general position taken by Government spokesmen that wage increases are inflationary only if they are directly translated into price advances. It should be stressed that all wage increases add to the inflationary pressure, if made at a time when present wage controls are forcing producers to sacrifice the volume of goods and services available to satisfy it.

“Fact-Finding” Dashed in Steel and Rail

It is ironic, too, that even while the Automobile and Oil Panel groups were holding the “inflationary policy” line the President and his Recovery and Steelmaning Directors were busily at work trying to dampen in the steel dispute, although price rises in that industry have a particularly sharp inter-industry impact, hearings by the appointed fact-finding board were deferred while negotiations were carried forward by the President and his advisors, until the industry was offered a price increase of approximately \$4.60 a ton on condition that U.S. Steel and the United Steelworkers agree upon a reasonably acceptable wage base. It is hard to avoid the cynical conclusion that wage increases constitute the major administration policy, and that the principle of not translating them into increased prices is merely oral in those cases where there can be more reasonably plausible showing that wages may be raised without price advances.

Much the same general conclusion—that the “fact” is essentially nothing but a disguised way of determining the maximum by the theory of the administration of the Railway Labor Act of 1936, often cited as a glaring example of how “fact-finding” by so-called Emergency Boards of Presidential appointment has served to prevent strikes on the railroads. It is true that reports

of almost all of the 31 Emergency Boards appointed to look into threatened railway strikes in the 20 years since the act was passed have provided the basis for a settlement of the disputes in question. The fact—a real fact—remains, that in 1941 and again two years later the so-called independent fact-finding boards, appointed by the White House after the unions involved rejected them as unsatisfactory and threatened to strike. The second spurious reason was that the government nature of the railroads is present a national transportation tie-up. When the “fact” did not indicate a large enough wage increase to satisfy the unions and the Administration, the “fact” went out the window.

It would be irresponsible to deny the importance of finding some tenable solution of current disputes that theorem to completely disrupt the reconstruction process. But upon the evidence of experience, “Fact-finding” boards cannot be expected to operate according to the common conception of these functionaries—as agencies designed to sift out for the public an objective and magnanimous weighing of the basic behind conflicting claims.

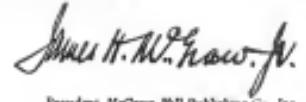
Without Principles Facts Mean Little

Facts, if they are assembled upon a sufficiently participative basis, can be made to document almost any case one wishes to establish. The major difficulty in marshaling facts to resolve wage disputes is that there are no agreed-upon principles to determine the levels at which wages should be set in the absence of such principles. The third reason—the “fact-finding” boards, appointed by the Administration, were largely by those who helped develop and administer Administration wage policies, and depending for technical assistance upon Administration Departmental experts, will serve merely to implement Administration wage policy.

If Government means to restrict or postpone authority to fix wages—an objective specifically demanded by the President and originally wanted by an ever-increasing number of the responsible directly, rather than operate it that end through “fact-finding” boards which are independent in theory, but which cannot be so in fact.

The failure of the breed of “fact-finding” now urged upon Congress by the President is evident. Therefore, we must look for a solution along other lines.

What is needed is for labor and management to agree upon principles that shall govern the determination of wages under free collective bargaining. When such agreement is reached, then and only then, can fact-finding become an objective and useful instrument for settling wage disputes.



James H.W. Haworth
President, McGraw-Hill Publishing Co., Inc.

THIS IS THE 11TH OF A SERIES

TRANSPORT

'Homeland' Dispute, Last at Issue At Bermuda Conference, Sidetracked

Delegates, anxious to reach agreement before Congress starts debating British loan, agree to leave matter in status quo and seek compromise later this year.

Ahead of nearly all agreement before the opening of the British loan debate in Congress, the Anglo-American delegations at the Bermuda Civil Aviation Conference have sidetracked the "homeland" dispute—the last point at issue—by agreeing in effect to maintain the status quo and reopen the matter for further negotiation sometime this year.

The final draft agreements and their annexes were sent to London and Washington last week for review and simultaneous acceptance. The formalities at their conclusion should be completed soon. As far as this country is concerned, the documents will be regarded as executive agreements not subject to Senate confirmation.

Complicated by Geography—Much of the last disputed point has been the right of one country's airlines to pick up traffic anywhere within the "homeland" of another.

Applied to the United States and Great Britain, the matter becomes complicated by the fact that the American homeland is a large, scattered land area while the British are bounded compactly not only by the British Isles, but of insular territories as large as Rhodesia or

O. K. of Young Near

Early Senate confirmation of the nomination of Clarence M. Young to serve as member of the CAB for the term ending Dec. 31 appeared assured last week.

The nomination, already reported favorably in the Senate Commerce Committee by a subcommittee headed by senator Fred D. (D., N. Y.), apparently would not have to await the end of the FEPC filibuster since the Senate refused its policy of permitting no business transaction until the filibuster was

as small as the Crown Colony of Hong Kong.

CAB Members Opposed—American demands for the right to pick up international traffic at widely-separated British ports brought a corresponding request from the British for routes within the U. S. in which to pick up traffic for their overseas line. Particularly because of vigorous opposition by members of the Civil Aviation Board who were included in the American delegation, it was impossible to devise any broad formula by which to handle this matter as a principle.

Pending a reconsideration in six months, the delegates decided to restrict traffic largely to routes already laid out and those reasonably expensive and to protect the vested interests of the carriers already serving them.

British Modified Stand—Approval of the Bermuda agreements was delayed and水marked by the British Labor Government. The uncertainty of the loan debate made negotiations with the U. S. impractical and it could not be reached on the basis of the original British policy of restricting competition in air transport.

Therefore the British have moved much closer to the position of the U. S. and assert that they have decided now to measure policy by its contribution to the ultimate end of the cheapest mass transportation possible under sound economic operation.

At Bermuda, this has meant abandoning the hope for frequency regulation, or restriction on the Fifth Freedom. In the spirit of openness it has meant dropping the "By British" equipment policy in order to purchase American Constellations for the North Atlantic service.

Home Opposition Favored—Home opposition, already strong because of the nationalization of the airlines, has been fanned by the Home-mad agreements. Another unan-



AWARDED DSM:

From left: Lawrence G. Pratt (center), American Airlines operations vice-president, and Brig. Gen. Harold R. Harris (right), vice-president and general manager of American Overseas Airlines, are shown as they received the Distinguished Service Medal from Lt. Gen. Heirold L. George, commanding general, Air Transport Command. Harris was cited for a leading role in establishing extended British, Canadian and American control over North Atlantic air routes, and Pratt for his assistance in reorganization of air-sea and rescue in the U. S. after European authorities ceased both with ATC.

point is that the Bermuda agreements make probable the reorganization of existing arrangements with the Dominions on the basis of the former restrictive Empire policy.

While the "homeland" argument is world-wide in its application, its greatest immediate significance is as regard to American military bases in the British Caribbean islands, where use by civil aircraft was negotiated at Bermuda. Here there will probably be some embarrassment for the British because of the American insistence that U. S. bases be allowed to deal directly with colonial governments, rather than handling the negotiations through the home government in London.

Canadian Air Base Agreement—The basic agreement was finally closed with the proviso for use of these American-leased fields by the civil aircraft of all non-American nations on a non-discriminatory basis. However, to eliminate the fear that colonial governments might expand them by high duties on fuel and food supplies or by granting monopolies to suppliers, the U. S. Army has been put in complete control.

Faster Coast-to-Coast Schedules Seen As *Constellation* Sets Records

TWA plane chalks up new marks on flights in both directions and announces 11-hour non-stop transcontinental airmail service will start on Feb. 15.

Records set in both directions across the country last week by a TWA *Constellation* point to new, faster schedules in regular coast-to-coast commercial operation.

The *Constellation* flew from Boston, Calif., to New York's La Guardia Field at 7 hrs 27 min 48 sec carrying 49 passengers and a crew of seven. The passenger magazine newspaper and radio station magazine newspaper, R. M. Wood, editor of *Airways* (see *Editorial Director*), 78 minutes, the fastest time by a loaded commercial transport, and carried the largest number of passengers ever flown transcontinentally in a single commercial plane.

Set East-West Mark—Two days earlier the same ship with 32 passengers, flew from New York to Los Angeles in 10 hrs 49 min, breaking the East-West record. One stop was made at Kansas City.

While these times are below the schedules that may be expected in the near future, TWA already has informed the Post Office Department that starting Feb. 15 it will carry air mail coast-to-coast nonstop in 11 hours. *Constellations* will be used.

New Foreign Service Started—Overshadowed by the domestic record was the important inauguration of new foreign service by TWA and American Overseas Airlines. The latter on Feb. 1 started regular flights to the Scandinavian countries, and TWA on Tuesday flew from Washington and New York to Paris. The first flight, completed back off from New York at 8:15 P.M. EST and arrived at Paris at 9 A.M. EST the following day. Flying time was 16 hrs 21 min.

The day before TWA's Paris flight was to start, a Pan American Airways Constellation arrived at Hurst Airport, near Las Vegas, after a 12 hr 9 min flight from New York, breaking its own previous record of 14 hrs 2 min. Elapsed time was 15 hrs and 23 min. The flight was the first by a *Constellation* in regular trans-Atlantic commercial passenger service.

TWA Flight Was Anniversary

in Brussels and New York, the State Department announced last week.

The American Airways is entitled to serve Brussels on its route from the U. S. to London and Paris. A formal bilateral air transport agreement is expected to supersede the interim agreement.

Belgian Studies Air Board—Meanwhile, an unofficial report from Belgian states that influential members of the government and the Belgian section of the IATF plan to establish a Belgian Civil Aviation Board to regulate commercial and private flying there.

Similarly, it is reported that Belgian-Congo airlines will place Douglas Skymasters in service early in 1948. The 346 will fly one and later two round-trip weekly with three expected by November.

TCA Canada-Great Britain Service Is Stepped Up

Trans-Canada Air Lines announced last week that Canada's air schedules to Great Britain have been increased to three a week. Seats previously kept for priority ticket holders are now available to business men and others, who may book passage from any Canadian city.

The speediest return trip from West to East was 4 hrs and 27 min under the 11 hr 33 min for a TWA *Starliner* in 1946. Flight mileage was 2,474. Speed averaged 329 mph with a top of 375 mph.

U. S. Belgium Reach Landing Agreement

The U. S. and Belgium have concluded an interim agreement, including Fifth Freedom privileges, granting reciprocal landing rights



Off For Paris: The TWA *Constellation* "Boe of Peru" loads passengers at La Guardia before taking off on the last's first regular trans-Atlantic run. It previously had flown from Washington in 33 min. The plane took off for Paris at 7:17 p.m. EST Tuesday and landed at 9:44 a.m. EST the following day.

CITEJA Concludes First Post-War Session

Reaches agreement under which its conventions will be presented for PRCAO adoption.

International Technical Committee of Armed Legal Experts, which recently completed its 19th (first post-war) session at Paris, has reached an agreement under which its conventions in print or law will be passed on for adoption by the Assembly of PRCAO.

CITEJA, which is the French name of the legal experts committee, is reviewing its work after interruption by the war. It was formed in Paris in 1936, and in 1938 adopted the "Warair Convention" to which the U.S. is a party. ► **Reuge-Bellando**—Private air law deals with legal phases of aircraft operation as between citizens of one country and the government of another, or between the citizens of two different countries, whenever public air law has to do with aviation relationships between governments.

Two important matters, not on agenda of the meeting in Paris, Jan. 26-29, came up for consideration. One is a proposed convention on aircraft mortgages, and aircraft property registration. This code would protect creditors against loss through unauthorised sale of encumbered aircraft in foreign countries. The proposed registration would reveal mortgages and other

seals on 1933, an inventory of aircraft and aircraft at sea. Neither of these has been adopted. Senator Pat McCarran proposed the latter in a bill some years ago, without success.

► **U. S. Delegates**—Stephen Larchfield, Aviation Director, State Department, and George Gandy Air Board has been the U.S. spokesman of the group invited by international plan of each company. A fee of \$350 each was paid in advance on the first plane and \$100 on each additional plane. It, at year's end, the 2 percent gross dues not exceeding the fee collected, the fee stands.

Claim against the aircraft

► **Another Study Ordered**—That, and other matters of private law, such as further negotiations with PRCAO, interpretation and application of conventions, revision of the Warsaw convention, draft of convention on air collisions, navigation and salvage of seafarers, legal status of the commander and personnel, aviation insurance, designation of salesmen, date and place of 18th session, were assigned for further study.

At the same conference in 1933, a convention on preliminary attachment of airplanes was adopted. It protects police customs and similar commercial aircraft from detention on mere suspicion. A committee was drawn, also at Rome, on the liabilities of third parties on the service, and another at Brussels.



UNITED HANDLES OYSTER SHIPMENT:

Poundable foie gras of other smaller seafood shipments, 3,000 lbs of Chesapeake Bay oysters were carried from Washington to Chicago last week on a United Air Lines cargo plane in chartered flight. Workers are shown on the ramped jetty 12-ton carloads nearly 4,000 pounds net of oysters in the shipment. The case were in ice when delivered at National Airport.

New Fee System

A new fee system for airplanes operating on Roosevelt Field has been suggested by Al Neer, Long Island's Director of Airports.

The Long Island and Jefferson County Air Board has faced the fee of 1 percent of the gross earned by individual planes of each company, which was attended by 32 countries. Other U.S. members were Arnold W. Knobell, specialist in maritime and aviation law; Emery T. Nesterky, Jr., assistant general counsel of CAB, and Edward B. Reuge, vice air attaché, American Embassy at Paris.

Trans-Marine Case Reopened Sought

Public Counsel is seeking to reopen CAB's investigation to determine whether Trans-Marine Air Lines, of New York, has been operating between that city and the Cape Cod area in violation of certification requirements of the Civil Aeronautics Act.

In a motion filed with the Board, Public Counsel Julius T. Cimino and John W. Woolworth allege that reopening of the case is in the public interest "should the Board be of the opinion that the length of the period of Trans-Marine's activities might have any substantial bearing on this investigation." CAB examiner's report last fall (AVIATION NEWS, Oct 15) recommended that the Board find Trans-Marine had not failed to comply with provisions of the Act and that the investigation be discontinued due to the principal grounds for the re-enforcement was an inadequate period of observation of Trans-Marine's activities.

Public Counsel, already having accepted by the finding, now puts out to the Board that Trans-Marine continued its operations in about mid-September. Thus file further a recent advertisement in New York papers touting of Trans-Marine's winter operations on New York-Macau, Macau-Taiwan, Macau-Cat City, and Macau-Key West routes.

New DC-8 Brochure

Douglas Aircraft Co. has given airlines new specification basis on the projected DC-8 transport. No radical departure from original performance estimates are noted, the new sales brochure being simply an elaboration of design and marketing arrangements.

Panagra Case Remanded to CAB On Derivative Action Principle

U. S. Court of Appeals ruling extends to administrative procedure the right of a stockholder to sue on behalf of a corporation giving Board power to hear terminal dispute.

The principle of derivative action, whereby a stockholder may sue on behalf of a corporation, was extended to administrative procedure in a U.S. Circuit Court of Appeals decision remanding the Panagra Terminal case to the CAB.

A Board attorney said that to his knowledge the Second Circuit (Southern New York) decision was the first in which the derivative principle has been extended beyond a court of law to the functions of an administrative agency. Under its regular procedure, the Board was set to rule that it could consider a derivative application.

► **CAB Refused to Take Jurisdiction**—The Board had decided (AVIATION NEWS, May 29, 1944) it did not have jurisdiction to extend Panagra's routes to the U.S. from the Canal Zone, particularly since Panagra's system, in the absence of any opposition from the owner W. R. Grace & Co appealed the decision to the courts (AVIATION NEWS, Oct. 14, 1944).

CAB had initiated a proceeding to determine whether public con-

venience and necessity required such an extension after Grace and Pan American Airways, half-owned owners of Panagra, failed to agree on whether such a petition should be filed in Panagra's name. Grace finally applied for the extension.

► **President Cited**—Circuit Judge Frank confirmed that the Board should be directed to decide whether Panagra should be treated as applying for the extension and, if so, whether public convenience and necessity require it be granted.

The court cited a law precedent in another case in which a shareholder was permitted to appeal although his interest did not differ from that of any other shareholder. "He could speak only for his class and his class was therefore necessarily his interest," the court ruled.

► **Legal Question Outlined**—"His power to speak for the company," said Frank, "depended on his allegation that the action of the directors was committed by 'illegality and fraud' which reads fairly any recourse to the management

"In accord with this, it seems to us that, if Grace & Co could prove that the opposition of Pan American (the other co-owner for we discussed the subsidiary) to Panagra's applying for an extension was due to 'illegality and fraud,' it would follow that this proceeding should be regarded as a voluntary application for the extension, and then it would be open to the Board to decide the issue of public convenience and necessity." This issue was not considered by the Board in view of its finding on the jurisdiction question.

► **Craig Is Favored**—"Certainly," the court continued, "there is everything to be said in favor of such a course, if it is possible."

Issues on which such a shareholder's suit would depend, Judge Frank continued, would be whether Pan American was pursuing its own advantage to the prejudice of the joint interest ("fraud"), and because it was engaging in some unfair trade practice ("illegality"). Both issues, he explained, require specialized knowledge, such as the kind of stand one would have with concerned parties.

Therefore the opinion was reached that the Board had power to determine, as between Grace and Pan American, which would speak for Panagra, but "needless to say, we suggest nothing as to the proper outcome of that inquiry."



MASTER PLANS FOR PHILADELPHIA TERMINALS:

Philadelphia has announced master plan for expansion of both the Southwest and Northeast airports at an estimated cost of \$15,000,000. Plans checker from the Philadelphia Inquirer show details of the project.

developments. Federal and State aid will be sought for both projects, which would be carried out in such a manner as not to interfere with current operations of the fields.

Argentina Planning International Airline

A new international airline, established by the Argentine government, is preparing to apply for permission to fly from Buenos Aires to Miami and New York, as well as Europe and other parts of the world.

The line is Flota Aerea Mercante Argentina (Argentine Merchant Air Fleet), known as FAMA. It has been designated by government decree to represent the country in the international commercial aviation field. Companies in association with U.S., British, French, Belgian and Dutch lines, Azincry, the army will control the line, and army pilots will be returned to civilian life to pilot the planes.

■ **Want U.S. Planes**—Preliminary equipment is inadequate for international flights, and Argentine buyers get new U.S. planes, despite the fact that FAMA has 18 old German Junkers, three old French planes, and two others.

Reports usually were received in the U.S. that Argentina, which did

not attend the Chicago Civil Aviation conference and has made no freedom of the air pledges, may seek to fly a blue and white Banda and Cible to prevent other international lines from carrying passengers from one of them to another.

Danish Line Starts Service To Stockholm and London

Danish National Airlines has inaugurated regular flights from Copenhagen to Stockholm and London with converted B-17's according to Danish sources who visited Boeing Aircraft plants at Seattle recently on a U.S. tour. The airline is planning to begin service to Ireland, Le Havre and New York.

Paul Wastell, secretary of the Royal Danish Aeronomical Society, and the two Flying Fortresses presently in use after returnment in Sweden during the war were given to Denmark by the U.S. government. They have been renovated for airline use at an estimated cost of \$125,000 per ship. On long flights their seats accommodate 14, but for short hops 20 can be seated as long benches.



NEW TACA HEADQUARTERS

TACA Airways has decided to move its top executive, operations and traffic offices from New York to Miami in order to base its key personnel closer to actual operations. The line has 10 Latin American republics and from Mexico to Panama, Central America, Peruvia and Rio de Janeiro. Executive officers who will move into the five-story building at Miami about above include Brig. Gen. Thomas O. Hardin, executive vice-president; Miss R. Richards, vice-president and general manager; Charles L. Galli, vice-president, traffic; Rufus K. Ward, regional general manager with responsibility over the U.S. and Caribbean areas; and George T. Carter, regional traffic manager. The building will be called "Edificio TACA."

United to Convert 45% Preferred Stock

United Air Lines directors have voted to force conversion of all outstanding 4% percent cumulative preferred stock held by April 4, giving stockholders three choices of turning in the stock for redemption at \$100.375 a share or, as the trustees, converting it into common stock at \$39 a share.

The intention would mean exchange of each share of preferred for a 1.3 shares of common. Preferred was around \$160 per share early last week, and common \$45 a circumstance which leads to the expectation that virtually all the 7,668 shares of preferred outstanding at last report will be converted to common to take advantage of a good market. Few if any are likely to be retained at the fall price.

■ **Will Benefit Company**—The call for the preferred stock issued in Avianca News Dec. 3, informs the City Bank Farmers Trust Co., New York City transfer agent, to receive the shares and pay them at the redemption price. United is arranging to permit holders of fractional shares to sell the fractions or acquire other fractions to round out full shares.

The company will benefit the company through elimination of a senior equity requiring annual payment of \$4.32, and avoid heavy sinking fund payments in the future.

Quinton Roosevelt Joins PAA

Quinton Roosevelt has joined the staff of Harold Eddy, Pan American Airways vice-president with offices in New York. Mr. Roosevelt, who is a long service record, is grandson of the late Sen. Sen. Theodore Roosevelt, Jr.

Miami Traffic Soars

Pan American Airways has increased its Miami-Havana and Miami-Buenos Aires services over 60 percent. This is due to handle up to peak of heavy seasonal tourist traffic.

Miami flights now total 48 on Sundays and Saturdays, 42 on Fridays and 34 on other days. Miami-Santiago trips have increased to eight daily except Tuesday and Thursday when there are six.

Both AA and Pilot Blamed for Crash

Quarantine statement by both commercial pilot has been found by CAB to have contributed to the crash of American Airlines' second Boeing transcontinental flight 4 near Rural Retreat, Va., in February, 1945.

Pilot's failure to plan the flight properly and remain at a safe instrument altitude was the probable cause, the Board stated, with company faulty in dispatching and supervising the flight a contributing factor.

■ **Weather Was Factor**—Weather conditions known to the company and crew at both Washington and New York indicated unavailability of attempting the flight under control rules, the report said. CAA was held culpable for not having kept close enough check on the company's operating and dispatching procedures over the route, the Board said. "A shortage of personnel" was reason for the inadequate supervision.

The accident, which killed 15 of the 19 passengers and both pilots, occurred when the plane hit a mountain at 3,810 ft. while in normal cruise flight after passing through rain, clouds and considerable turbulence.

Need of Regional Airports Stressed at Philadelphia

Development of regional rather than community airports was emphasized by a writer in the Middle Atlantic issue of Photogram, as the most practical method of providing airline service for rapidly populated areas such as are found in Southern Pennsylvania.

Bernard Smith, chairman of the Air Transportation Committee of the York, Pa., Chamber of Commerce, declared the need of his city for additional air transportation could best be served through use of the present Bloomsburg-State airport located more than 30 miles from York's downtown section. Traffic out of the regional terminal would be supplemented by charter flights from two private flying clubs in York's suburban section.

■ **State Program Outlined**—Pennsylvania plans construction of 238 airports costing \$34,945,450 in the next 10 years, and will need considerably more air service than present plane provide, another witness said.

'Chute Carrying Sought

A bill requiring a parachute for each passenger on board any airplane carrying persons for hire has been introduced in the Massachusetts legislature, but is still in the committee stage. Two proposals resulted at a hearing before the legislature committee on aviation, after which Arthur H. Tally, Jr., state director of aeronautics, told the committee such a law probably would encroach on federal jurisdiction.

Two Ex-U.S. Air Officials Named to PICAO Secretariat

Two Americans, both formerly associated with Civil Aeronautics bureau, were included in a list of appointees to the secretariat of the Provisional International Civil Aviation Organization announced recently by Dr. Edward Warren, president of the Internat Council.

Edward M. Weld of Toledo Park, Ill. V, was named acting Assistant Secretary General of the Air Transport Bureau and R. J. Melvyn, confidential assistant to CAB member John Lee until he went with PICAD at Montreal, was appointed analyst with the Air Transport Bureau.

Weld formerly was on the legal staff of the Civil Aeronautics Authority, during the war had charge of all AAP contracts with the air transport industry from October 1942 to October, 1944, and more recently was executive director of the aviation division, Surplus Property Board. Melvyn was with Continental Air Lines at Denver before he went with CAB.

Northwest Expects Delivery Of First DC-4 Shortly

Northwest Airlines expects delivery of its first new DC-4 within two weeks and has asked CAB approved to inaugurate non-stop service between Minneapolis-St. Paul and Newark with them March 1.

Five DC-4's and ten C-46's are currently on order, the tentative schedule calling for completion of DC-4 deliveries by the end of April. First of its C-46's, new medium-range transports by Glenn L. Martin, is expected April 4, additional deliveries running through May and June. Northwest is still considering purchase of Constellation, DC-7's and Stratocruisers for use on domestic and overseas routes.



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Initiating An Air Power Policy

In its January 21 issue AVIATION NEWS proposed editorially that the quickest way to obtain congressional definition of national defense policy would be through presentation to Congress by the Army and Navy of concrete recommendations for legislation. The FEPC filibuster in the Senate then was three days old. The Senate has done virtually nothing since. How much longer can we afford to wait for Congress to assume leadership?

It is the conviction of some of the aircraft industry's leaders that the Army and Navy jointly present their recommendations for an air power policy. The proposal has merit.

It is the contention of these industry men that the declarations of policy of previous years, essentially that of the Morrow Board incorporated in the Air Corps Act of 1938, and the Air Commerce Act, need revision to reflect the new stature of the air forces, and the impact of scientific research and technological development revealed by our experience in World War II.

They feel that impressive evidence has now been presented Congress to supply a firm foundation for a new air power policy. This evidence charts the course which the nation should follow. But it is so detailed and voluminous, and has been offered in so many various forms, that it becomes imperative that it be brought into focus for protection against the future.

Among the most important recommendations have been the report of the Air Coordinating Committee, biannual report of the secretary of War, report of the chief of naval operations to the secretary of the Navy, the third report of the commanding general of the AAC to the secretary of War, National Planning Association's recommendations on national aviation policy, testimony submitted to the aviation subcommittee of the Naval Special Committee investigating the national defense program, testimony submitted to the joint hearings on proposed national research legislation, and before the Senate Atomic Energy Committee and the House Military Affairs Committee, hearings of the House Naval Affairs Committee on the subject of the composition of the post-war Navy, hearings before the House Post-war Military Policy Committee and voluminous evidence by the planning echelons of the Army and the Navy.

This material and much other valuable evidence is available. It remains only for the armed services to crystallize it in its proper elements and to chart a sound and effective policy which Congress can adopt and follow.

"It might be said that the presentation of an air power policy is premature, that there has not been time to gain perspective necessary to properly adapt our course in the ensuing years," one industry top executive points out to the News. "But it also might be said that the very victory of our side proves that the triunity of air power—the air forces, the aircraft industry, and air commerce—has gained the necessary perspective, and, further, that it is the duty of the aviation leadership of the Nation to project this perspective for the benefit and service of the United States as a whole. Unless and until this can be done, the planning and coordination vital to air power must be maintained on an interim basis, subject always to possibly ill-informed and hasty revision or stabilization by both executive agencies and the legislative branch of the government."

Some hesitancy in presenting an air power policy can be understood at a time when the over-all military organization of the country is under debate. But how can there be conflict in either philosophy or viewpoint between the armed services and the basic policy of air power?

While Congress dawdles, and refuses to take the initiative, what can be lost in arguing that an air power policy be placed before the Congress, and that the armed services jointly support its adoption?

Appreciation

Over a year each subscriber to AVIATION NEWS receives a questionnaire, signed by the editor, requesting comments and suggestions as to how this publication can meet even better the needs of such reader. The response to the mailings has been far above the average for this type of questionnaire, according to the McGraw-Hill research department. The opinions and suggestions offered to date have been extremely valuable to the editors. The many complements are appreciated. We thank the subscribers who have taken the time to answer.

Ronan H. Woods



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